



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE (ACTAC) MEETING NOTICE

Tuesday, September 4, 1:00 P.M.
1333 Broadway, Suite 300,
Oakland, California 94612
(see map on last page of agenda)

Chairperson: Art Dao
Staff Liaison: Matt Todd
Secretary: Claudia Leyva

***Please note revised starting time: the ACTAC meeting will start at 1:00 p.m.**

AGENDA

*Copies of Individual Agenda Items are Available on the:
Alameda CTC Website -- www.AlamedaCTC.org*

1 INTRODUCTIONS

2 PUBLIC COMMENT

Members of the public may address the Committee during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

3 CONSENT CALENDAR

- | | | |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| 3A | Minutes of July 3, 2012 – Page 1 | A |
| 3B | Review State Transportation Improvement (STIP) Program Timely Use of Funds Monitoring Report – Page 7 | I |
| 3C | Review Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Timely Use of Funds Monitoring Report – Page 15 | I |
| 3D | Review CMA Exchange Program Preliminary Quarterly Status Monitoring Report – Page 27 | I |
| 3E | Review Transportation Fund for Clean Air (TFCA) Program Timely Use of Funds Monitoring Report – Page 29 | I |
| 3F | Review of 2012 Level of Service (LOS) Monitoring Study Draft Results – Page 35 | I |
| 3G | Review of Congestion Management Plan (CMP): Draft 2012 Conformity Requirements – Page 67 | I |

- 3H Review of California Transportation Commission (CTC) August 2012 Meeting Summary– **Page 71** **I**

4 ACTION ITEMS

- 4A Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request for City of Hayward TFCA Project 10ALA04, Traffic Signal Controller Upgrade and Signalization– **Page 73** **A**
- 4B Approval of TFCA Program Expenditure Deadline Extension Request for Alameda CTC TFCA Projects 08ALA01 and 09ALA01, Webster Street Corridor Enhancements– **Page 77** **A**

5 NON ACTION ITEMS

- 5A Review of Metropolitan Transportation Commission's (MTC) Resolution 4035 and One Bay Area Grant Program (OBAG) Implementation in Alameda County – **Page 81** **I**
- 5B Review of Draft Alameda CTC Complete Streets Policy Elements – **Page 145** **I**
- 5C Review Priority Development Areas (PDA) Investment and Growth Strategy Status * **I**
- 5D Review of Draft Alameda County Technical Advisory Committee (ACTAC) Bylaws – **Page 157** **I**

6 LEGISLATIVE PROGRAM UPDATE

- 6A Review Legislative Program Update* **I**

7 STAFF AND COMMITTEE MEMBER REPORTS

- 7A Review of Local Streets and Roads Working Group (LSRWG) Update – **Page 165** **I**

8 ADJOURNMENT AND NEXT MEETING: October 2, 2012

Key: A- Action Item; I – Information Item; *Material will be provided at meeting.
(#) All items on the agenda are subject to action and/or change by the Committee.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*

*Alameda County Transportation Commission
1333 Broadway, Suites 220 & 300, Oakland, CA 94612
(510) 208-7400
(510) 836-2185 Fax (Suite 220)
(510) 893-6489 Fax (Suite 300)
www.alamedactc.org*



Alameda County Technical Advisory Committee (ACTAC)

Member Agency Roster **Fiscal Year 2010/11**

Chair, ACTC

City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda
ACE
AC Transit
BAAQMD
BART
Caltrans
LAVTA
MTC
Union City Transit
WETA



**Directions to the Offices of the
Alameda County Transportation
Commission:**

**1333 Broadway, Suite 220
Oakland, CA 94612**

***Public Transportation
Access:***

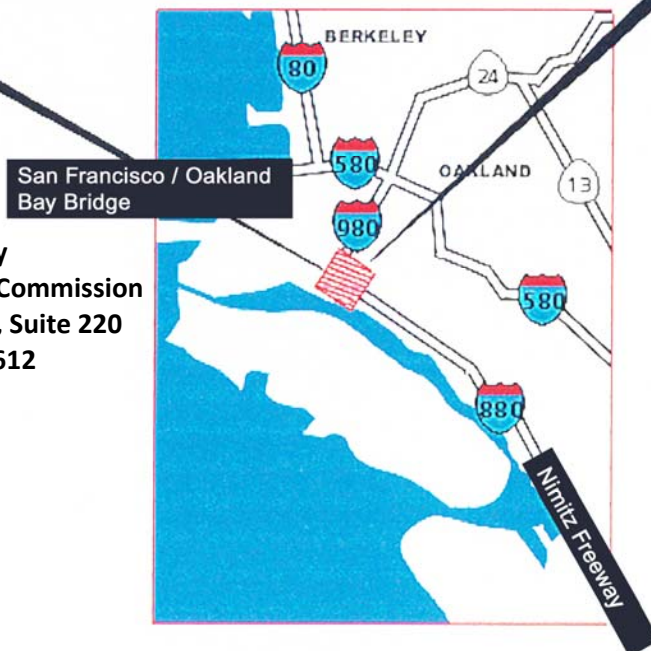
BART: City Center / 12th Street Station

AC Transit:

Lines 1,1R, 11, 12, 13, 14,
15, 18, 40, 51, 63, 72, 72M,
72R, 314, 800, 801, 802,
805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on
11th or 14th Street)



**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**

This page intentionally left blank.



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES of July 3, 2012

1 INTRODUCTIONS

2 PUBLIC COMMENT

3 CONSENT CALENDAR

3A Minutes of June 5, 2012

3B Review Caltrans Memo Notifying New Disadvantage Business Enterprise (DBE) Requirements for Federal Projects

A motion was made by Don Frascinella (Hayward) to approve the consent calendar. Keith Cooke (San Leandro) seconded the motion. The motion passed unanimously.

4 ACTION ITEMS

4A Approval of Transportation Fund for Clean Air (TFCA) FY 2012/13 Final Program

Jacki Taylor recommended the Commission approve the TFCA FY 2012/13 Final Program. She stated that the recommended program provides \$364,982 of TFCA funding for six programs and is based on the required TFCA project evaluation for eligibility and cost-effectiveness. A motion was made by Mike Tassano (Pleasanton), and seconded by Don Frascinella (Hayward). The motion passed unanimously.

5 NON ACTION ITEMS

5A Review of Vehicle Registration Fee Transportation Technology Program

Vivek Bhat presented brief comments on this item, and noted that the goal of the VRF program is to sustain the County's transportation network and reduce traffic congestion and vehicle related pollution. He stated that the program includes four categories of projects including Local Road Improvement and Repair Program 60%, Transit for Congestion Relief 25%, Local Transportation Technology 10%, and Pedestrian and Bicyclist Access and Safety Program 5%. He noted that at the June 12, 2012 ACTAC meeting the Draft 2012/13 Strategic Plan for the VRF program was presented, and that there was a request for additional information on the Local Transportation Technology Program component. John Hemiup gave a brief overview on the East Bay SMART Corridors programs which utilizes some of these funds, he said that there are three major outlets to support four field elements, the CCTV, VDS, Transit Priority equipment and a Communication link to the Tri-Valley Region.

Art Dao suggested that sometime after November, the committee may form a smaller countywide ITS group to further discuss the use of technology in the travel corridors of the county.

5B Review of Congestion Management Program: Annual Update of the Land Use Analysis Program Element, (FY) 2011-2012

Beth Walukas presented brief comments on this item and noted that this is the kick-off for the annual conformity findings to show that the jurisdictions are conforming with the CMP, and is asking the committee to review the NOP's, EIR's and the GPA's, that were done between the period of July 1, 2011 to June 30, 2012. She noted that comments are due by July 31, 2012, once the comments are received, we will be sending out the conformity letters to the planners in August 2012.

5C Review of 2012 Level of Service Monitoring Study Draft Results

Saravana Suthanthira gave a brief overview on this item, and noted that the ACTAC committee is requested to review the draft LOS Monitoring Study results by July 6, 2012, and particularly the Tier 1 segments identified as performing LOS F during the afternoon or morning peak periods, and to inform staff of any construction activities that may have impacted the traffic on the LOS F segments. She noted the data collection was completed on June 7, 2012. She also noted that comments on the Review of the 2012 LOS are due on July 10, 2012, and on July 16, 2012, the consultant will perform the analysis. She stated that in September the LOS maps will be presented to the committee, and the draft report will be presented in October 2012.

5D Review of Draft 2011 Performance Report: State of Transportation in Alameda County

Saravana Suthanthira gave a brief overview on this item, and reported that the Alameda CTC as the Congestion Management Agency for Alameda County as required by the legislation prepares a report on the performance measures and existing data sources. She stated that all existing data is collected from the local jurisdictions, transit operators, MTC and Caltrans along with data collected by Alameda CTC. She noted that the data collected on the county's multimodal transportation system for the year 2010-11, shows the impact of the economic downturn and budget cuts for transportation funding. She also noted that ACTAC is requested to provide comments on the draft 2011 Performance Reports, with details on the performance of the Transportation System in Alameda County. Comments are due by July 31, 2012. Beth noted that the report will be finalized based on all of the comments received, and a copy of the final report will be distributed to the Commission in September 2012. Don Frascinella noted that the city of Hayward is currently working on including a pedestrian master plan, in conjunction with their general plan.

5E Review of Countywide Bicycle and Pedestrian Plans

Rochelle Wheeler presented an overview on this item and reported that the Draft Countywide Bicycle and Pedestrian plans were released for public review and comment on June 25, 2012, and are all posted on the Alameda CTC website at www.AlamedaCTC.org. She noted that staff will be taking the draft plans to the Alameda CTC committees and the Board in July for comments, and will return to the committees in September 2012, with final draft plans for the Alameda CTC Board's consideration for adoption. She also noted to the committee that all comments are due to her by Friday, July 27, 2012 at 5:00pm, and stated that in August, all comments will be considered and incorporated into the final draft plans, both plans will be presented to the Board and its Committees for their input and consideration for adoption and incorporation into the Countywide Transportation Plan.

5F Review of Annual Countywide Pedestrian and Bicycle Count Program, Count Sites and 2012 Counts Reports (2002-2011)

Rochelle Wheeler presented brief comments on this item noting that the Alameda CTC has been conducting bicycle and pedestrian counts since 2002 at locations throughout the county. She noted that staff is recommending the list of the 63 sites counted in 2010 and 2011 be modified slightly, and that in the future, additional count locations will be recommended to increase the overall reliability of the count data.

5G Review of Plan Bay Area Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR)

Beth Walukas presented comments on this item noting that MTC and ABAG are about to prepare a Draft Environmental Impact Report (EIR) for Plan Bay Area. She noted that the draft EIR will analyze the environmental impacts of land use scenarios and transportation investments that will consider for Plan Bay Area. Beth stated that the Notice of Preparation (NOP) for the draft EIR was released on June 11, 2012, and that comments are due by July 11, 2012. She also noted that MTC and ABAG held scoping sessions requesting input on the scope and content of the EIR in June 2012, and noted that a Draft EIR is expected to be released December 2012, along with the Draft SCS/Regional Transportation Plan, and in April 2013, the EIR is scheduled to be certified, and Plan Bay Area is planned to be adopted.

5H Review of Measure B Pass-Through Compliance Report Process for FY-2011-12

John Hemiup reported on this item and noted that staff recommended changes to the compliance report for fiscal year 2011-2012 (FY 11-12), to ensure that Measure B funds were utilized in conformance with the new Master Programs Funding Agreements, and to also incorporate Vehicle Registration Fee (VRF) funds into the reporting process. He noted that staff is seeking input from ACTAC members to improve the reporting process. John also noted that a Compliance Workshop will be held in September, 2012. Matt Todd noted that the Audit Reports are due on December 27, 2012, and the Compliance Reports are due on December 31, 2012.

5I Review of Metropolitan Transportation Commission (MTC) Presentation on Complete Streets

Sean Co, from MTC presented brief comments on this item, and noted that the One Bay Area Grant (OBAG) Complete Streets requires agencies to incorporate elements into a council/board of supervisors-adopted resolution by January 31, 2013. He noted that the OBAG program will require jurisdictions to update the circulation element of their general plan consistent with the Complete Streets Act to maintain eligibility for these funds. Sean also noted that MTC is working on an RFP with a September-December timeline. Beth Walukas noted that staff will meet internally, and report all information back to the ACTAC committee.

Art Dao suggested to the committee that they should use the information in their packets as reference information only, until we can develop a Complete Streets Policy for Alameda County, not only as a condition for receiving the One Bay Area Grant, but also as a condition for VRF and Measure B sales tax.

5J Review of California Transportation Commission (CTC) June 2012 Meeting Summary

Vivek Bhat reported on this item, noting that the California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. He noted that the June 27, 2012 meeting

was held in Ontario, CA, and there were (4) items on the agenda pertaining to Projects and Programs within Alameda County.

6 LEGISLATIVE PROGRAM UPDATE

6A Review Legislative Program Update

Tess Lengyel gave a brief overview on the Legislative Program Update. She noted that there are several Bills and several Measures slated for the November ballot, and that there is also a Self-Help Counties Bill now being heard. She also noted that the Governor is doing a study on the CEQA review.

7 STAFF AND COMMITTEE MEMBER REPORTS

7A Review of Local Streets and Roads Working Group (LSRWG) Update- No Meeting held in June.

8 ADJOURNMENT AND NEXT MEETING:

Art Dao adjourned the meeting in memory of Cory Lavigne, who passed away on June 12, 2012. Mr. Lavigne was employed at A.C. Transit.

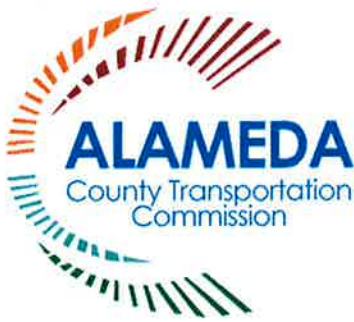
Meeting adjourned at 3:25pm.

NEXT MEETING: Tuesday, September 4, 2012 @ 1:30pm

Location: Alameda CTC Offices, 1333 Broadway, Suite 300,
Oakland, CA 94612.

Attest by:


Linda Adams, Secretary



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

JULY 3, 2012

ROSTER OF MEETING ATTENDANCE

ALAMEDA CTC COMMITTEE ROOM, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Linda Adams	ACTC	(510) 208-7418	ladams@alamedactc.org
2.	Michael Tanner	BART	464-6433	mtanner@bart.gov
3.	Soren Fajean	Newark	(510) 578-4286	soren.fajean@newark.org
4.	Tom Ruark	Union City	(510) 675-5301	thomasr@unioncity.org
5.	Don Frascinella	Hayward	(510) 583-4781	don.frascinella@hayward.ca.gov
6.	Ferd Del Rosario	Dublin	(925) 833-6637	ferd.delrosario@dublin.ca.gov
7.	Mike Tassano	Pleasanton	(925) 931-5670	mtassano@ci.pleasanton.ca.us
8.	Tess Ungyel	Alameda CTC	510/208-7428	tungyel@alamedactc.org
9.	Beta Walukas	Alameda CTC	510/208-7405	bwalukas@alamedactc.org
10.	Matt Todd	" "	7420	mtodd@
11.	Arthur L. Dao		510 208 7400	adao@alamedactc.org
12.	Matt Nichols	Berkeley	510-981-7068	mnichols@city.berkeley.info
13.	Bruce Williams	Oakland	510-238-7229	bwilliams@oaklandnet.com
14.	Sean Co	MTC	510-817-5748	scoc@mtc.ca.gov
15.	Nathan Loper	ACTransit	56891-4792	nloper@actransit.org
16.	Bob Rosevera	Caltrans	510 286-5544	ROBERT-ROSEVERA@DOT.CA.GOV
17.	Art Carresa	Alameda Co.	510 670 5581	artc@acpwa.org
18.	Keith R. Cooke	San Leandro	510-577-3439	KCooke@sanleandro.org
19.	Ed Evangelista	Fremont	(510) 494-4424	eevangelista@fremont.gov
20.	Dave Campbell	EAST BAY BICYCLE COALITION		dave@ebbc.org

This page intentionally left blank.



Memorandum

DATE: August 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
James O'Brien, Project Controls Manager

SUBJECT: Review State Transportation Improvement Program (STIP) Timely Use of Funds Monitoring Report

Recommendation:

This is an information item.

Summary:

ACTAC is requested to review and comment on the project specific information included in the attached STIP Timely Use of Funds Report, dated September 30, 2012. The report segregates projects into Red, Yellow, and Green zones. Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org, by Friday, September 14th. The STIP At Risk Report is scheduled to be brought to the Commission October 2012.

Background:

The report is based on the information made available to the Alameda CTC's project monitoring team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

The Report includes a total of 38 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and Green zone at low risk. The criteria for determining the project zones are listed near the end of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). The risk zone associated with each risk factor is indicated in the tables following the report. Projects with multiple risk factors are listed in the zone of higher risk.

The Alameda CTC requests copies of certain documents related to the required activities to verify that the deadlines have been met. Typically, the documentation requested are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans,

MTC, and the CTC. The one exception is the documentation requested for the “Complete Expenditures” deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org , by Friday, September 14th. The information received will be the basis for the STIP At Risk Report scheduled to be brought to the Commission October 2012.

Attachments:

Attachment A - STIP Timely Use of Funds Report

STIP Timely Use of Funds Report
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: September 30, 2012

Red Zone Projects

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
1	1014	BART	BART Transbay Tube Seismic Retrofit							
	RIP	\$38,000	Con	07/08	Complete Expend	12/31/12	R	\$38M Allocated 9/5/07 18-Month Ext 6/23/11	R	
2	2009P	BART	Alameda County BART Station Renovation							
	RIP	\$3,000	Con	07/08	Accept Contract	10/30/12	R	\$3M Allocated 12/11/08	R	
	RIP	\$248	PSE	07/08				\$248 Allocated 9/5/07 Expenditures Complete		
3	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD							
	RIP	\$5,990	R/W	07/08	Complete Expend	Note 1	R	\$5.99M Allocated 12/13/07	R	
4	2100E	Oakland	7th St. / West Oakland TOD							
	ARRA-TE	\$1,300	Con	09/10	Accept Contract	Note 1	R	\$1,300 Obligated 8/5/09 Contract Awd 2009	R	
5	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A							
	RIP	\$715	Con	11/12	Award Contract	Note 1	R	6-mo Ext. appv'd 1/25/12	R	
	RIP-TE	\$3,000	Con	10/11			G	\$3M Allocated 6/23/11 Transferred to FTA Grant	R	

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
6	0016O	Alameda CTC	I-680 SB HOT Lane Accommodation							
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/13	Y	\$8M Allocated 6/26/08 42 -Mo Ext for Awd App'd 12-Mo Ext for Accept App'd 5/23/12	G	
7	0044C	Alameda CTC	I-880 Reconstruction, 29th to 23rd							
	RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	Y		G	
8	2100K	Alameda CTC	I-880 Landscape/Hardscape Improvements in San Leandro							
	RIP-TE	\$400	PSE	09/10	Complete Expend	6/30/13	Y	\$400K Allocated 6/30/10 12-Mo Ext App'd April 2012	G	
9	2179	Alameda CTC	Planning, Programming and Monitoring (Note 2)							
	RIP	\$1,948	Con	10/11	Complete Expend	6/30/13	Y	\$1,948 Allocated 7/1/10	G	
	RIP	\$1,563	Con	12/13	Allocate Funds	6/30/13	G	SB184 effective 7/1/12 Contingent Alloc. App'd July		
	RIP	\$1,947	Con	11/12	Complete Expend	6/30/14	G	\$1,947 Allocated 8/11/11		
	RIP	\$750	Con	13/14	Allocate Funds	6/30/14	G	Added in 2012 STIP		
	RIP	\$886	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP		
10	0057J	Caltrans	SR-24 Caldecott Tunnel 4th Bore Landscaping							
	RIP	\$400	PSE	12/13	Allocate Funds	6/30/13	Y	Added in 2012 STIP	G	
	RIP	\$1,100	ConSup	13/14	Allocate Funds	6/30/14	G			
	RIP	\$500	Con	13/14	Allocate Funds	6/30/14	G			

STIP Timely Use of Funds Report
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: September 30, 2012

Green Zone Projects

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)							
11	2009N	Alameda	Tinker Avenue Extension							
	RIP		\$4,000	Con	07/08	Final Invoice/Report		NA	\$4M Allocated 9/25/08	R
12	2009A	AC Transit	Maintenance Facilities Upgrade							
	RIP		\$3,705	Con	06/07	Final Invoice/Report		NA	\$3,705K Allocated 9/7/06	R
13	2009B	AC Transit	SATCOM Expansion							
	RIP		\$1,000	Con	06/07	Accept Contract	Note 3	G	\$1,000K Allocated 9/7/06	G
14	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS							
	RIP		\$2,700	Env	06/07	Final Invoice/Report	Note 3	NA	\$2,700K Allocated 4/26/07	G
15	2009D	AC Transit	Bus Component Rehabilitation							
	RIP		\$4,500	Con	06/07	Accept Contract	Note 3	G	\$4.5M Allocated 7/20/06	G
16	2009Q	AC Transit	Bus Purchase							
	RIP		\$14,000	Con	06/07	Accept Contract	Note 3	G	\$14M Allocated 10/12/06	G
17	2009L	Alameda Co.	Vasco Road Safety Improvements							
	RIP		\$4,600	Con	07/08	Final Invoice/Report		NA	\$4.6M Allocated 2/14/08 Contract Awd 7/29/08 Final Billing sub'd 2/14/12	G
18	2100F	Alameda Co.	Cherryland/Ashland/Castro Valley Sidewalk Imps.							
	RIP-TE		\$1,150	Con	10/11	Accept Contract	11/1/14	G	\$1,150 Allocated 5/12/11 Awarded Nov 2011	G
19	0016U	Alameda CTC	I-580 Castro Valley I/C Improvements							
	RIP		\$7,315	Con	07/08	Final Invoice/Report		NA	Contract Accepted July '11	G
20	0062E	Alameda CTC	I-80 Integrated Corridor Mobility							
	RIP		\$954	Env	07/08	Final Invoice/Report		NA	\$954 Allocated 9/5/07 Contra Costa RIP Expenditures Comp	G
21	0081H	Alameda CTC	RT 84 Expressway Widening (Segment 2)							
	RIP		\$34,851	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	G
	RIP-TE		\$2,179	Con	16/17	Allocate Funds	6/30/17	G		
22	0139F	Alameda CTC	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st							
	RIP-TE		\$350	Con	10/11	Accept Contract	7/26/15	G	\$350K Allocated 10/27/11 3-Mo Ext for Awd 5/23/12 Contract Awarded 7/26/12	R
23	2008B	BART	MacArthur BART renovate & enhance entry plaza							
	RIP-TE		\$954	Con	10/11				\$954 Allocated 6/23/11 Transferred to FTA Grant	G
24	2009Y	BART	Ashby BART Station Concourse/Elevator Imps							
	RIP-TE		\$1,200	Con	07/08	Final Invoice/Report		NA	\$1,200 Allocated 6/26/08	G

Page 2 of 5

STIP Timely Use of Funds Report
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: September 30, 2012

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
25	2103	BART	Oakland Airport Connector	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
26	9051A	BATA	Improved Bike/Ped Connectivity to East Span SFOBB	Allocate Funds	6/30/17	G	Added in 2012 STIP	G
27	2009W	Berkeley	Ashby BART Station Intermodal Imps	Final Invoice/Report		NA	\$4,614 Allocated 6/26/08	G
	RIP			Final Invoice/Report		NA	AB 3090 App'd 8/28/08 \$1.5M Allocated 9/10/09	
28	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1	Accept Contract	5/29/15	G	\$1,928 Allocated 12/15/11 Awarded 5/29/12	G
29	0521J	Caltrans	I-680 Freeway Performance Initiative Project			NA	\$2M Returned to Ala County RIP Shares June 2012	G
30	9051A	Caltrans	Bay Bridge Gateway Park	Allocate Funds	6/30/17	G		NA
31	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing	Accept Contract	2/7/15	G	\$1,021 Allocated 8/11/11 Contract Awd 2/7/12	G
32	2014U	GGBHTD	SF Golden Gate Bridge Barrier	Allocate Funds	12/31/13	G	18-Mo Ext App'd May 12	R
33	2140S	LAVTA	Rideo Bus Restoration Project	Accept Contract	8/10/14	G	\$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	G
34	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)	Accept Contract	11/7/14	G	Note 3 \$4M Allocated 6/23/11 PTA Contract Awd 11/7/11	G
	RIP			Final Invoice/Report		NA	Contract Accepted	
35	2100	MTC	Planning, Programming and Monitoring ²	Allocate Funds	6/30/13	G	SB184 effective 7/1/12 Contingent Alloc. App'd July	G
	RIP			Allocate Funds	6/30/14	G		
	RIP			Allocate Funds	6/30/15	G		
	RIP			Allocate Funds	6/30/16	G	Added in 2012 STIP	
	RIP			Allocate Funds	6/30/17	G	Added in 2012 STIP	

Page 3 of 5

STIP Timely Use of Funds Report
2012 STIP Locally-Sponsored Alameda County Projects

Status Date: September 30, 2012

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By			
36	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St						
	RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA	\$193 Allocated 7/26/07	G
37	2103A	Oakland	Oakland Coliseum TOD						
	RIP-TE	\$885	Con	10/11	Accept Contract	11/10/14	G	\$885 Allocated 6/23/11 Contract Awd 11/10/11	G
38	2110	Union City	Union City Intermodal Station						
	RIP	\$4,600	Con	07/08	Final Invoice/Report		NA	\$4.6M Allocated 9/5/07	G
	RIP	\$720	Con	05/06	Final Invoice/Report		NA	\$720K Allocated 11/9/06	
	RIP-TE	\$5,307	Con	05/06	Final Invoice/Report		NA	\$5,307K Allocated 11/9/06	
	RIP-TE	\$2,000	Con	06/07	Final Invoice/Report		NA	\$2,000K Allocated 11/9/06	
	RIP	\$9,787	Con	06/07	Final Invoice/Report		NA	\$9,787K Allocated 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract - Site Imps accepted 11/19/10	

Notes:

- 1 The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity and/or satisfy the requirement.
- 2 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 3 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).

Page 4 of 5

Alameda CTC Project Monitoring

STIP Timely Use of Funds Report Status Date: September 30, 2012
 2012 STIP Locally-Sponsored Alameda County Projects

2010 STIP -Timely Use of Funds Provisions

The Timely Use of Funds and At Risk reports monitor the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

Required Activity	Timely Use of Funds Provision
Allocation	For all phases, by the end (June 30th) of the fiscal year identified in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract (Construction)	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice/Project Completion (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the end of the FY in which the final expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria

The Timely Use of Funds and At Risk reports utilize the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice/Project Completion (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

Yellow Zone	STIP /TIP Amendment pending
Red Zone	Extension Request pending

Notes:

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.

This page intentionally left blank.



Memorandum

DATE: August 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
James O'Brien, Project Controls Manager

SUBJECT: Review Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Timely Use of Funds Monitoring Report

Recommendation

This is an information item.

Summary

ACTAC is requested to review and comment on the project specific information included in the attached Federal STP/CMAQ Program Timely Use of Funds Report, dated September 30, 2012. The report segregates projects into Red, Yellow, and Green zones. Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org, by Friday, September 14th. This information will be the basis of the Federal At Risk Report which is scheduled to be brought to the Commission October 2012.

Information

The report is intended to identify activities required to comply with the requirements set forth in MTC's Resolution 3606 – Revised (as of July 23, 2008). Per Resolution 3606, for projects programmed with funding in federal FY 2012/13, the deadline to submit a request for authorization is February 1, 2012 and the obligation deadline is April 30, 2012. The report is based on the information made available to the Alameda CTC's project monitoring team. This information stems from the project sponsors as well as other funding agencies such as MTC and Caltrans Local Assistance.

The report includes 60 locally sponsored federally funded projects segregated by "zone". Red zone projects are considered at a relatively high risk of non-compliance with the provisions of Resolution 3606. Yellow zone projects are considered at moderate risk, and Green zone at low risk. The criteria for determining the project zones are listed in Appendix A of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. Projects with multiple risk factors are listed in the zone of higher

risk. Appendix B provides the Resolution 3606 deadlines associated with each of the Required Activities used to determine the zone of risk. The deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with a zone of risk.

Note that projects in the three local federal Safety Programs: Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HR3), and Safe Routes to School Program (SRTS) have been added to the report. As of November 2010, MTC has been enforcing the Regional STP/CMAQ Project Delivery Policy (MTC Resolution 3606) for all local safety programs. Per MTC, sponsors with local safety funds not obligated by the deadline are ineligible for future programming.

Project sponsors are requested to email documentation related to the status of the required activities shown on the report to Jacki Taylor, JTaylor@alamedactc.org, by Friday, September 14th. This information will be the basis of the Federal At Risk Report which is scheduled to be brought to the Commission October 2012.

Attachments

Attachment A - Federal STP/CMAQ Program Timely Use of Funds Report

Federal Timely Use of Funds Report

Status Date: September 30, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	SRTS1-04-001		Ala County			Fairview Elementary School Vicinity Improvements				
		SRTS	\$508	Con	10/11	Obligate Funds	Note 1	R	See Note 2	R
						Complete Closeout	03/31/14	G		
		SRTS	\$77	PE	Prior				Obligated 1/29/09	
2	HSIP2-04-024		Ala County			Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements				
		HSIP	\$577	Con	11/12	Obligate Funds	Note 1	R	See Note 2	R
						Complete Closeout	03/31/14	G		
		HSIP	\$59	PE	Prior				Obligated 8/14/09	
		HSIP	\$63	R/W	Prior				Obligated 2/15/11	
3	HSIP2-04-027		Ala. County			Remove Permanent Obstacle along Shoulder (Foothill Road)				
		HSIP	\$427	Con	10/11	Submit Req for Auth	Note 1	R	See Note 2	R
						Complete Closeout	09/30/14	G		
		HSIP	\$59	PE	Prior				Obligated 2/23/09	
4	ALA110007		Berkeley			City of Berkeley Transit Action Plan - TDM				
		CMAQ	\$10	Con	11/12	Obligate Funds	Note 1	R	Working with Caltrans and MTC to add to PE	R
		CMAQ	\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11	
5	ALA110022		Berkeley			Berkeley - Sacramento St Rehab - Dwight to Ashby				
		STP	\$955	Con	10/11	Submit First Invoice	Note 1	R	\$955 Obligated 3/18/11	R
						Liquidate Funds	03/18/17	G	Contract Awd 7/19/11	
6	ALA110024		Dublin			Dublin Citywide Street Resurfacing				
		STP	\$547	Con	11/12	Advertise Contract	Note 1	R	\$547 Obligated 3/16/12	R
						Award Contract	12/16/12	Y		
7	ALA110034		Dublin			West Dublin BART Golden Gate Drive Streetscape				
		CMAQ	\$580	Con	11/12	Advertise Contract	12/01/12	R	\$580 Obligated 6/1/12	R
						Award Contract	03/01/13	R		
		CMAQ	\$67	PE	10/11	Liquidate Funds	03/18/17	G	\$67 Obligated 3/18/11	
8	ALA110012		Fremont			Fremont CBD/Midtown Streetscape				
		CMAQ	\$1,007	Con	11/12	Advertise Contract	Note 1	R	\$1,007 Obligated 3/27/12	R
						Award Contract	12/27/12	Y		
		CMAQ	\$540	Con	10/11	Submit First Invoice	Note 1	R	\$540 Obligated 4/13/11	
		CMAQ	\$53	Con	10/11	Submit First Invoice	Note 1	R	\$53 Obligated 6/13/11	
						Liquidate Funds	04/13/17	G		
9	ALA110018		Fremont			Fremont Various Streets Pavement Rehabilitation				
		STP	\$3,138	Con	10/11	Award Contract	Note 1	R	\$3,138 Obligated 2/22/11	R
						Submit First Invoice	Note 1	R		
						Liquidate Funds	02/22/17	G		

Federal Timely Use of Funds Report

Status Date: September 30, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
10	HSIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)					
	HSIP	\$164	Con	11/12	Obligate Funds	Note 1	R See Note 2	R
					Complete Closeout	03/31/14	G	
	HSIP	\$35	PE	Prior			Obligated 11/28/07	
11	HSIP3-04-006	Fremont	Paseo Padre Parkway - Walnut Ave and Argonaut Way					
	HSIP	\$458	Con	12/13	Submit Req for Auth	Note 1	R See Note 2	R
					Complete Closeout	12/02/14	G	
	HSIP	\$59	PE	Prior			Obligated 11/22/10	
12	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab					
	STP	\$1,336	Con	10/11	Award Contract	Note 1	R \$1,336 Obligated 2/23/11	R
					Submit First Invoice	Note 1	R	
					Liquidate Funds	02/23/17	G	
13	ALA110016	Newark	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab					
	STP	\$682	Con	11/12	Award Contract	11/17/12	R \$682 Obligated 2/17/12	R
					Submit First Invoice	02/17/13	G Advertised 8/14/12	
					Liquidate Funds	02/17/18	G	
14	ALA110006	Oakland	Various Streets Resurfacing and Bikeway Facilities					
	STP	\$3,492	Con	11/12	Advertise Contract	Note 1	R \$3,492 Obligated 2/16/12	R
					Award Contract	11/16/12	R	
	STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G \$560 Obligated 2/22/11	
15	ALA110031	Pleasanton	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities					
	CMAQ	\$709	Con	11/12	Submit Req for Auth	Note 1	R Funds Moving to FY 12/13 Pending 2013 TIP Approval	R
					Obligate Funds	Note 1	R	
16	ALA110021	Pleasanton	Pleasanton Various Streets Pavement Rehab					
	STP	\$876	Con	10/11	Submit First Invoice	Note 1	R \$876 Obligated 4/14/11	R
					Liquidate Funds	04/14/17	G Contract Awd 6/21/11	
17	ALA110010	Port	Shore Power Initiative					
	CMAQ	\$3,000	Con	11/12	Advertise Contract	Note 1	R \$3,000 Obligated 2/16/12	R
					Award Contract	11/16/12	R	
					Liquidate Funds	02/16/18	G	
18	ALA110027	San Leandro	San Leandro Downtown-BART Pedestrian Interface					
	CMAQ	\$4,298	Con	11/12	Advertise Contract	Note 1	R \$4,298 Obligated 2/28/12	R
					Award Contract	11/28/12	R	
	CMAQ	\$312	PE	10/11	Liquidate Funds	12/21/16	G \$312 Obligated 12/21/10	
19	ALA090069	Ala County	Alameda County: Rural Roads Pavement Rehab					
	STP	\$1,815	Con	11/12	Advertise Contract	10/04/12	R \$1,815 Obligated 4/4/12	Y
					Award Contract	01/04/13	R	
	STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G \$320 Obligated 3/16/11	

Page 2 of 6

Federal Timely Use of Funds Report

Status Date: September 30, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
20	ALA110026	Alameda County	Alameda Co - Central Unincorporated Pavement Rehab	STP	\$1,071	Con	11/12	Advertise Contract	10/04/12	R	\$1,071 Obligated 4/4/12	Y
								Award Contract	01/04/13	R		
				STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11	
21	ALA110030	Albany	Albany - Buchanan Bicycle and Pedestrian Path	CMAQ	\$1,702	Con	11/12	Award Contract	03/01/13	R	\$1,702 Obligated 6/1/12	Y
22	ALA110035	Hayward	South Hayward BART Area/Dixon Street Streetscape	CMAQ	\$1,540	Con	11/12	Advertise Contract	10/04/12	R	\$1,264 Obligated 4/4/12	Y
								Award Contract	01/04/13	R	Amounts per Phase Adjusted	
				CMAQ	\$260	PE	10/11	Liquidate Funds	01/18/17	G	\$536 Obligated 1/18/11	
23	ALA110013	Livermore	Iron Horse Trail Extension in Downtown Livermore	CMAQ	\$1,566	Con	11/12	Advertise Contract	10/04/12	R	\$1,241 Obligated 4/4/12 Partial amount obligated	Y
								Award Contract	01/04/13	R	Advertise scheduled for June	
								Liquidate Funds	04/04/18	G	TLC Project Fed Aid (025)	
24	ALA110037	Livermore	Livermore Village Streetscape Infrastructure	STP	\$2,500	Con	11/12	Advertise Contract	11/16/12	R	\$2,500 obligated 5/16/12	Y
								Award Contract	02/16/13	R	Fed Aid (022)	
								Liquidate Funds	05/16/18	G		
25	ALA110029	Oakland	Oakland Foothill Blvd Streetscape	CMAQ	\$2,200	Con	11/12	Advertise Contract	10/04/12	R	\$2,200 Obligated 4/4/12	Y
								Award Contract	01/04/13	R		
								Liquidate Funds	04/04/18	G		

Yellow Zone Projects*No Yellow Zone Projects this Report***Green Zone Projects**

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
26	ALA110025	Alameda	Alameda - Otis Drive Rehabilitation	STP	\$837	Con	10/11	Accept Contract	05/17/14	G	\$837 Obligated 3/8/11	G
								Liquidate Funds	03/08/17	G	Awarded 5/17/11	

Federal Timely Use of Funds Report

Status Date: September 30, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects

Index	TIP ID	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
27	HSIP4-04-002	Alameda	Shoreline Dr - Westline Dr - Broadway Improvements					
	HSIP	\$348	Con	11/12	Submit Req for Auth	10/11/13	G See Note 2	G
					Complete Closeout	01/12/16	G	
	HSIP	\$68	PE	11/12	Liquidate Funds	07/12/15	G \$68 Obligated 1/18/12	
28	HSIP4-04-010	Alameda	Park Street Operations Improvements					
	HSIP	\$607	Con	11/12	Submit Req for Auth	01/12/14	G See Note 2	G
					Complete Closeout	04/12/16	G	
	HSIP	\$126	PE		Liquidate Funds	10/12/15	G \$126 Obligated 1/18/12	
29	ALA030002	Ala County	Vasco Road Safety Improvements Phase 1A					
	STP	\$2,250	Con	07/08	Liquidate Funds	08/31/16	G Contract awarded 6/7/11 \$2,250 Obligated 8/31/10	G
30	SRTS1-04-002	Ala County	Marshall Elementary School Vicinity Improvements					
	SRTS	\$450	Con	12/13	Submit Req for Auth	01/01/13	G See Note 2	G
					Complete Closeout	04/01/15	G	
	SRTS	\$50	PE	Prior			G Obligated 12/7/10	
31	SRTS3-04-007	Ala County	San Pablo Avenue 43rd to 47th Pedestrian Safety					
	SRTS		Con	13/14	Submit Req for Auth	03/07/14	G See Note 2	NA
					Complete Closeout	06/07/16	G	
	SRTS	\$52	PE	11/12			G \$52 Obligated 5/4/12	
32	H3R1-04-031	Ala County	Patterson Pass Road - PM6.4 Widen or Improve Shoulder					
	HBRR	\$717	Con	12/13	Submit Req for Auth	09/30/13	G See Note 2	G
					Complete Closeout	12/31/15	G	
	HBRR	\$101	PE	Prior	Liquidate Funds	06/30/15	G \$101 Obligated 12/19/08	
33	ALA110033	Alameda CTC	Alameda County Safe Routes to School					
	CMAQ	\$2,289	Con	10/11	Liquidate Funds	03/29/17	G \$2,689 Obligated 3/29/11	G
	STP	\$400	Con	10/11	Liquidate Funds	03/29/17	G Obligated w/ALA110009	
34	ALA110009	Alameda CTC	Bikemobile - Bike Repair and Encouragement Vehicle					
	CMAQ	\$500	Con	10/11	Liquidate Funds	03/29/17	G \$500 Obligated 3/29/11 Obligated w/ALA110033	G
35	ALA110039	Albany	Albany - Pierce Street Pavement Rehabilitation					
	STP	\$117	Con	10/11	Project closed out		Contract Awd 7/12/11 \$117 Obligated 5/2/11	G
36	ALA090068	BART	MacArthur BART Plaza Remodel					
	CMAQ	\$626	Con	10/11			\$626 Obligated 3/16/11 Transferred to FTA Grant	G
37	ALA110032	BART	Downtown Berkeley BART Plaza/Transit Area Imps.					
	CMAQ	\$706	PE	10/11			\$706 Obligated 3/16/11	G
	CMAQ	\$1,099	Con	10/11			\$1,099 Obligated 3/16/11 Transferred to FTA Grant	

Page 4 of 6

Federal Timely Use of Funds Report

Status Date: September 30, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
38	ALA110038		BART	BART - West Dublin BART Station Ped Access Imps						
		CMAQ	\$21	PE	10/11				\$21 Obligated 2/2/11	G
		CMAQ	\$839	Con	10/11				\$839 Obligated 2/2/11 Transferred to FTA Grant	
39	HSIP2-04-018		Fremont	Replace Concrete Poles with Aluminum in Median (Paseo Parkway)						
		HSIP	\$299		Prior	Complete Closeout	03/31/14	G	See Note 2	G
						Liquidate Funds	09/30/13	G		
40	HSIP3-04-005		Fremont	Paseo Padre Parkway - Walnut to Washington - Replace Poles						
		HSIP	\$120	Con	12/13	Complete Closeout	12/02/14	G	\$120 Obligated 2/16/12	
		HSIP	\$23	PE	Prior				Obligated 11/18/10	
41	HSIP4-04-020		Fremont	Fremont Blvd / Eggers Dr						
		HSIP	\$275	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
						Complete Closeout	01/12/16	G		
			\$41	PE	Prior				Obligated 11/8/11	
42	HSIP4-04-022		Fremont	Fremont Blvd / Alder Ave						
		HSIP	\$348	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
						Complete Closeout	01/12/16	G		
			\$43	PE	Prior				Obligated 11/8/11	
43	HSIP2-04-009		Hayward	Carlos Bee Blvd between West Loop Rd and Mission Blvd						
		HSIP	\$725		Prior	Complete Closeout	03/31/14	G	See Note 2	G
						Liquidate Funds	09/30/13	G	Obligated 6/18/10	
44	ALA110015		Livermore	Livermore Downtown Lighting Retrofit						
		CMAQ	\$176	Con	10/11	Liquidate Funds	04/04/17	G	\$176 Obligated 4/4/11 Billing 1 dated 2/22/12 Fed Aid (024)	G
45	ALA110023		Livermore	Livermore - 2011 Various Arterials Rehab						
		STP	\$1,028	Con	10/11	Liquidate Funds	03/21/17	G	\$1,028 Obligated 3/21/11 Billing 1 dated 2/22/12 Fed Aid (023)	G
46	ALA110014		Oakland	Oakland - MacArthur Blvd Streetscape						
		CMAQ	\$1,700	Con	10/11	Liquidate Funds	04/27/17	G	\$1.7M Obligated 4/27/11 Contract Dated 8/19/11	G
47	HSIP2-04-004		Oakland	West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements						
		HSIP	\$223	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
						Liquidate Funds	03/30/14	G	Obligated 6/30/11	
48	HSIP2-04-005		Oakland	Various Intersections Pedestrian Improvements						
		HSIP	\$81	Con	11/12	Complete Closeout	09/30/14	G	See Note 2	G
						Liquidate Funds	03/30/14	G	Obligated 7/8/11	
49	HSIP4-04-005		Oakland	San Pablo Ave - West St - W. Grand Ave Intersections						
		HSIP	\$345	Con	13/14	Submit Req for Auth	12/13/13	G	See Note 2	G
						Complete Closeout	03/13/16	G		
			\$71	PE	Prior				Obligated 1/23/12	

Federal Timely Use of Funds Report

Status Date: September 30, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)										
Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)				Req'd By			
50	HSIP4-04-011	Oakland	Bancroft Ave - 94th Ave Improvements							
		HSIP	\$398	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
						Complete Closeout	01/12/16	G		
			\$87	PE	Prior				Obligated 1/23/12	
51	HSIP4-04-012	Oakland	Hegenberger Rd Intersections							
		HSIP	\$738	Con	13/14	Submit Req for Auth	10/11/13	G	See Note 2	G
						Complete Closeout	01/12/16	G		
			\$162	PE	Prior				Obligated 1/25/12	
52	SRTS1-04-014	Oakland	Intersection Improvements at Multiple School (5 Elem. + 1 Middle)							
		SRTS	\$700		Prior	Complete Closeout	03/31/14	G	See Note 2	G
						Liquidate Funds	09/30/13	G		
53	SRTS2-04-007	Oakland	Multiple School (5 Schools) Improvements Along Major Routes							
		SRTS	\$802	Con	11/12	Liquidate Funds	09/30/13	G	See Note 2	R
						Complete Closeout	03/31/14	G	\$753 Obligated 2/3/12	
		SRTS	\$118	PE	Prior				\$118 Obligated 1/26/10	
54	ALA110020	San Leandro	San Leandro - Marina Blvd Rehabilitation							
		STP	\$807	Con	10/11	Liquidate Funds	03/29/17	G	\$807 Obligated 3/29/11	G
									Contract Awd 5/5/11	
55	HSIP4-04-015	San Leandro	Washington Ave / Monterey Blvd							
		HSIP	\$307	Con	13/14	Submit Req for Auth	01/12/14	G	See Note 2	G
						Complete Closeout	04/12/16	G		
			\$66	PE	Prior				Obligated 12/15/11	
56	HSIP1-04-001	San Leandro	Washington Ave - Estabrook St Intersection							
		HSIP	\$409		Prior	Liquidate Funds		NA	Revised FROE 10/25/10	G
57	SRTS3-04-017	San Leandro	Multiple Schools Bicycle and Pedestrian Safety							
		SRTS	\$410	Con	11/12	Liquidate Funds	03/06/16	G	See Note 2	NA
						Complete Closeout	09/06/16	G	\$410 Obligated 3/22/12	
58	ALA110017	Union City	Union City - Dyer Street Rehabilitation							
		STP	\$861	Con	10/11	Liquidate Funds	04/13/17	G	\$861 Obligated 4/13/11	G
									Contract Awd 6/14/11	
59	ALA110028	Union City	Union City Blvd Corridor Bicycle Imp. Phase 1							
		CMAQ	\$860	Con	11/12	Submit First Invoice	03/22/13	G	\$860 Obligated 3/22/12	R
						Liquidate Funds	03/22/18	G	Contract Awd 6/12/12	
60	ALA110036	Union City	Union City BART East Plaza Enhancements							
		CMAQ	\$4,450	Con	10/11	Liquidate Funds	02/02/17	G	\$4,450 Obligated 2/2/11	G
									Contract Awd 6/28/11	
Notes:										
1	MTC Reso 3606 deadline or the Safety Program Monitoring date is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity.									
2	HSIP, SRTS and HRRR projects may have different timely use of funds provisions than the MTC Reso 3606 requirements. The values for "Date Req'd By" shown in this report are based on the Safety Program Delivery Status Reports - Complete Project Listing available from Caltrans Local Programs at www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm . For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports, and the Liquidate Funds dates are set to six months prior to the date shown for Complete Closeout shown by Caltrans.									

Federal Timely Use of Funds Report

Status Date: September 30, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix A**Federal At Risk Report Zone Criteria****Required Activities per Resolution 3606 (Revised July 23, 2008)**

Required Activities Monitored by CMA¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

Other Zone Criteria

Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.
Yellow Zone	Projects with an Amendment to the TIP pending.

Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.

Federal Timely Use of Funds Report

Status Date: September 30, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix B**Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)**

Index	Definition	Deadline
1	Req Proj Field Rev	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures."	12 months from approval in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds.
2	Sub ENV package	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities."	12 months prior to the obligation deadline for RW or Con funds. (No change)
3	Approved DBE Prog	
	Per MTC Resolution 3606-Revised, "Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP. STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds."	Approved program and methodology in place prior to the FFY the funds are programmed in the TIP.
4	Sub Req for Auth	
	Per MTC Resolution 3606-Revised, "In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming."	February 1 of FY in which funds are programmed in the TIP.

Federal Timely Use of Funds Report

Status Date: September 30, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)

Index	Definition	Deadline
5	Obligate Funds/ Transfer to FTA	
	Per MTC Resolution 3606-Revised, "STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of February 1, 2008 and an obligation/FTA transfer deadline of April 30, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of February 1, 2009 and an obligation/FTA transfer deadline of April 30, 2009. No extensions will be granted to the obligation deadline."	April 30 of FY in which funds are programmed in the TIP.
6	Execute PSA	
	Per MTC Resolution 3606, "The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers. Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans."	Within 60 days of receipt of the PSA from Caltrans, and within six months from the actual obligation date. ²
7	Advertise Contract /Award Contract/Award into FTA Grant	
	Per MTC Resolution 3606-Revised, "For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance. For FTA projects, funds must be approved/ awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA"	Advertised within 6 months of obligation and awarded within 9 months of obligation. FTA Grant Award: Within 1 year of transfer to FTA.
8	Submit First Invoice / Next Invoice Due	
	Per MTC Resolution 3606-Revised, "Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated. Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months thereafter. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated. If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline. Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA."	For Con phase: Once within 12 months of Obligation and then once every 6 months thereafter, for each federal program code. For all other phases: Once within 6 months following Obligation and then once every 6 months thereafter, for each phase and federal program code.

Page B2 of B3

Federal Timely Use of Funds Report

Status Date: September 30, 2012

Federally-Funded Locally-Sponsored Alameda County Projects

Appendix B**Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)**

Index	Definition	Deadline
8a	Inactive Projects	
	Per MTC Resolution 3606-Revised, "Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated."	Funds must be invoiced and reimbursed against once every 12 months to remain active.
9	Liquidate Funds	
	Per MTC Resolution 3606-Revised, "Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation. California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers."	Funds must be liquidated within six years of obligation.
10	Estimated Completion Date/Project Closeout	
	Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any un-reimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC."	Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans. Project Close-out: Within 6 months of final project invoice.

Notes:

- ¹ Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval.
- ² Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.



Memorandum

DATE: August 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
James O'Brien, Project Controls Manager

SUBJECT: Review CMA Exchange Program Preliminary Quarterly Status Monitoring Report

Recommendations

This item is for information only.

Summary

ACTAC is requested to review and comment on the project specific information included in the attached Preliminary Quarterly Status Report for CMA Exchange Projects, dated September 30, 2012. Project sponsors are requested to email documentation related to the status of the projects in the report to Jacki Taylor, JTaylor@alamedactc.org, by Friday, September 14th.

Information

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange. No additional revenue has been received since the last exchange report.

ACTAC is requested to review and confirm the project specific information included in the report and project sponsors are requested to email documentation related to the status of the projects to Jacki Taylor, JTaylor@alamedactc.org, by Friday, September 14th. This information will be the basis of the CMA Exchange Projects Quarterly Status Report brought to the Commission in October 2012.

Attachments

Attachment A – CMA Exchange Projects Preliminary Quarterly Status Report

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 4/19/12)	Amount to be received	Estimated Payback Date (full amount)	Agreement Status ¹
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 6,378,000	\$ -	Done	E
5	Ex 18	Ala. County	Vasco Rd. Safety Imps	STP	\$ 7,531,000	\$ -	\$ 7,531,000	12/31/15	D
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850	\$ -	\$ 1,503,850	12/31/12	D
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	Done	E
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000	\$ 1,147,545	\$ 152,455	12/31/12	E
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E
16	Ex 21	Fremont	Federal Block Grant LSR	STP	\$ 207,900	\$ -	\$ 207,900	12/31/12	N
17	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E
18	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E
19	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 9,314,000	\$ -	Done	E
Totals:					\$ 78,840,080	\$ 69,444,875	\$ 9,395,205		

Notes:

- 1)
E = Agreement Executed
A = Agreement Amendment in Process
D = Agreement Draft Form
N = Agreement Not Initiated



Memorandum

DATE: August 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
Jacki Taylor, Program Analyst

SUBJECT: Review Transportation Fund for Clean Air (TFCA) Program Timely Use of Funds Monitoring Report

Recommendations

This item is for information only.

Summary:

ACTAC is requested to review and comment on the project specific information included in the attached TFCA Timely Use of Funds Report, dated September 30, 2012. The report includes the currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates a total of 33 projects into Red, Yellow, and Green zones. Project sponsors are requested to email documentation for the required activities included in the report to Jacki Taylor, jtaylor@alamedactc.org, by Friday, September 14th. The TFCA At Risk Report will be brought to the Commission in October 2012.

Information:

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into "Red", "Yellow", and "Green" zones based on upcoming project delivery milestones. For this reporting cycle, there are a total of 33 active projects, 12 of which are listed under the report's "Green Zone" and do not have required activities due for eight months or more. One project is in the "Yellow Zone" for upcoming expenditure deadlines in February 2013. The 14 projects in the "Red Zone" are either projects with a project start deadline of December 31st, or an expenditure deadline within the next four months. As noted at the end of the report, 6 projects have been completed and will be removed from future reports.

Project sponsors are requested to email documentation for the required activities included in the report to Jacki Taylor, jtaylor@alamedactc.org, by Friday, September 14th. The TFCA At Risk Report will be brought to the Commission in October 2012.

Attachments

Attachment A – TFCA Timely Use of Funds Report

This page intentionally left blank.

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
RED ZONE (Milestone deadline within 4 months)							
08ALA01	ACCMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditure deadline Dec '12 3rd extension request pending Expenditures not complete FMR Due Mar '13
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 231,161	FMR	Mar-13		
				Expend Deadline Met?	12/22/12		
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditure deadline Dec '12 Expenditures not complete FMR Due Mar '13 2nd extension request pending
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 241,071	FMR	Mar-13		
				Expend Deadline Met?	12/22/12		
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditure deadline Jan '13 Expenditures not complete FMR Due Mar '13 1st extension approved 10/27/11
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 141,061	FMR	Mar-13		
				Expend Deadline Met?	01/13/13		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures complete FMR Due Jan '13
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 92,245	FMR	Jan-13		
				Expend Deadline Met?	10/28/12	Yes	
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 210,000	Project Start	Mar-11	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 121,177	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13 1st extension request pending
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 357,442	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditures complete \$22.90 to be relinquished FMR Due Jan '13
			\$ 166,880	Project Start	Mar-11	Feb-11	
			TFCA Expended	Final Reimbursement	12/31/13	Aug-12	
			\$ 166,857	FMR	Jan-13		
				Expend Deadline Met?	10/28/12	Yes	
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 90,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA08	AC Transit	TravelChoice-New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditure deadline Oct '12 Expenditures not complete FMR Due Jan '13
			\$ 165,000	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 71,303	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
RED ZONE (Milestone deadline within 4 months), continued							
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures complete FMR Due Jan '13
			\$ 70,677	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	Jul-12	
			\$ 70,677	FMR	Jan-13		
				Expend Deadline Met?	10/28/12	Yes	
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures complete FMR Due Jan '13
			\$ 72,299	Project Start	Mar-11	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13	Jul-12	
			\$ 72,299	FMR	Jan-13		
				Expend Deadline Met?	10/28/12	Yes	
YELLOW ZONE (Milestone deadline within 5-7 Months)							
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures complete Final Invoice paid FMR Due Feb '13 (Required 2-year post-project reporting due Feb 2013)
			\$ 174,493	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	07/29/11	
			\$ 174,493	FMR	Feb-13		
				Expend Deadline Met?	12/22/10	Yes	
GREEN ZONE (Milestone deadline beyond 7 months)							
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12	06/13/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 230,900	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 40,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12	06/01/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 100,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA04	Cal State - East Bay	CSUEB - 2nd Campus to BART Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 194,000	Project Start	Dec-12	Aug-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 69,356	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA05	Cal State - East Bay	Transportation Demand Management Pilot Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,000	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 23,258	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 256,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
GREEN ZONE (Milestone deadline beyond 7 months), continued							
11ALA07	Hayward	Post-project Monitoring/ Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12	06/01/12	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 50,300.00	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 190,000.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	Project to start by Dec '12 Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 125,000	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA10	Oakland	Broadway Shuttle - 2012 Daytime Operations	TFCA Award	Agreement Executed	1/5/12	05/07/12	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,154	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 26,078	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA11	Pleasanton	Pleasanton Trip Reduction Program (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 52,816	Project Start	Dec-12	Sep-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA12	San Leandro	San Leandro LINKS Shuttle (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	11/08/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 59,500	Project Start	Dec-12		
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 245,000	Project Start	Dec-12	Jan-12	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ -	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		
11ALA14	LAVTA	Route 9 Shuttle BART/Hacienda Business Park (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditures complete FMR due date Feb '14
			\$ 42,947	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14	Jul-12	
			\$ 42,947	FMR	Feb-14		
				Expend Deadline Met?	11/14/13	Yes	
11ALA15	LAVTA	Route 10 - Dublin/ Pleasanton BART to Livermore ACE Station (FY 11/12)	TFCA Award	Agreement Executed	1/5/12	10/24/11	Expenditure deadline Nov '13 FMR due date Feb '14
			\$ 141,542	Project Start	Dec-12	Jul-11	
			TFCA Expended	Final Reimbursement	12/31/14		
			\$ 123,956	FMR	Feb-14		
				Expend Deadline Met?	11/14/13		

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
Completed Projects (will be removed from the next monitoring report)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures complete FMR received Final Invoice paid \$20,336.87 relinquished
			\$ 255,068	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12	Aug-12	
			\$ 255,068	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditures complete FMR received Final Invoice paid \$6,090.41 relinquished
			\$ 60,410	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12	Aug-12	
			\$ 60,410	FMR	Mar-12	Mar-12	
				Expend Deadline Met?	12/22/11	Yes	
09ALA08	ACCMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete FMR received Final Invoice paid \$153.33 relinquished
			\$ 279,847	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13	Jun-12	
			\$ 279,847	FMR	Mar-12	Apr-12	
				Expend Deadline Met?	01/13/12	Yes	
09ALA10	ACCMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures complete FMR received Final Invoice paid
			\$ 96,000	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13	Jun-12	
			\$ 96,000	FMR	Mar-12	Apr-12	
				Expend Deadline Met?	01/13/12	Yes	
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditures complete FMR received Final Invoice paid
			\$ 110,000	Project Start	Mar-11	Jan-11	
			TFCA Expended	Final Reimbursement	12/31/13	Jul-12	
			\$ 110,000	FMR	Jan-13	May-12	
				Expend Deadline Met?	10/28/12	Yes	
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures complete FMR received Final Invoice paid
			\$ 52,000	Project Start	Mar-11	Aug-10	
			TFCA Expended	Final Reimbursement	12/31/13	Jul-12	
			\$ 52,000	FMR	Jan-13	May-12	
				Expend Deadline Met?	10/28/12	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

FMR = Date Final Monitoring Report (Final Project Report) received by Alameda CTC

Exp. Deadline Met? = Expenditures completed by deadline (Yes/No)



Memorandum

DATE: August 16, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Beth Walukas, Deputy Director of Planning
Saravana Suthanthira, Senior Transportation Planner

SUBJECT: Review of 2012 Level of Service (LOS) Monitoring Study Draft Results

Recommendations

This item is for information only and no action is requested.

Summary

ACTAC is requested to review the attached draft summary of the 2012 LOS Monitoring Report highlights, maps showing the 2012 service levels on the CMP roadway network across the county, and list of segments operating at LOS F in the afternoon and morning peak periods. Comments are due by September 10, 2012. The complete 2012 LOS Monitoring Report will be finalized and distributed in October.

Discussion

Alameda CTC, in its role as the Congestion Management Agency for Alameda County, conducted the biennially required Level of Service (LOS) Monitoring Study this year. Travel time data collection on the CMP roadways began on February 28, 2012 and was completed by June 7, 2012.

Starting this year, in addition to monitoring the Tier 1 roadway network of freeways and selected arterials (232 miles) during the morning and afternoon peak periods, travel time data was also collected on freeways (134 miles) during the weekend peak period and on the newly added Tier-2 arterial roadways (92 miles) for both morning and afternoon peak periods. Only data collected on the Tier 1 network during the afternoon (PM) peak period is used for conformity. Data collected during the morning peak period on the Tier 1 network, all of the data collected on the Tier 2 network, and weekend travel time data on the freeways are used for informational purposes only. The complete draft 2012 LOS data on the CMP network was presented to ACTAC for review in July. Comments received from ACTAC at the July ACTAC meeting have been addressed in the attached data summaries.

Based on the select link analysis results using the countywide travel demand model, no new deficiencies were identified from the 2012 LOS Monitoring results. The 2012 LOS Monitoring Report will be finalized and distributed in October.

Summary of Overall Corridor Performance Countywide and by Planning Area

The summary of the draft 2012 LOS Monitoring Report highlights, maps showing countywide LOS results on the CMP system, and tables showing the LOS F segments in the afternoon and morning peak periods are attached. Highlights include:

- Based on the 2012 monitoring results, speeds on the county roadways appeared to have generally declined since 2010, likely due to some recovery in the economy combined with the construction activities across the county.
- Notable construction activities on major roadways that likely created congestion are located at: Bay Bridge (east span construction), I-880/5th Avenue (retrofit), I-880/High Street (retrofit), SR 238/Foothill Boulevard (operational improvements) and Caldecott Tunnel (4th bore construction).
- An increased number of LOS F segments were observed between 2012 and 2010: fourteen in the PM and twelve in the AM peak periods. Similarly, the number of improved segments in 2012 compared to 2010 decreased from nineteen in 2010 to fifteen in 2012.
- North County
 - I-80 Eastbound & Westbound—Congestion worsened in the entire corridor in both directions in the PM resulting in an increased number of LOS F segments compared to 2010, likely due to Bay Bridge construction.
 - I-580 Westbound—PM speeds significantly dropped (40 mph) for the segment between SR 24 and I-80/I-580, and is LOS F, likely due to Bay Bridge construction.
 - SR 24 Eastbound—Two segments, between I-580 and Caldecott in the PM and the segment between SR 13 and Caldecott in the AM, continue to be LOS F, likely due to Caldecott Tunnel construction.
 - I-880 Northbound—The segment between the I-880/80 split and the I-880/80/I-580 merge is LOS F for the first time.
 - Construction on the I-880/High Street interchange impacted nearby arterials; particularly, SR 77 Eastbound between I-880 Northbound and East 14th Street, where data collection could not be performed because of the construction and SR 185 Northbound between 42nd and 46th Streets in both directions continue to be LOS F. The SR 185 segment was identified as deficient in 2008 for the northbound direction.
 - SR 123 San Pablo Northbound between Allston Way and University Avenue continues to be LOS F in 2012 for the fifth time since 1998.
- Central County / South County
 - SR 92/San Mateo Bridge Westbound—Speeds improved by 40 mph between Clawiter and I-880 in the PM, likely due to I-880/92 interchange improvements.
 - I-880 Northbound—The location of LOS F segments shifted northward from between Decoto Road and Tennyson in 2010 to between Alvarado-Niles and A Street in 2012.
 - SR 84/Dumbarton Bridge Eastbound—Speeds worsened between Thornton Avenue and I-880 from 20 to 10 mph in the PM, resulting in a continued LOS F.
 - I-680 Northbound—The segment between Mission Boulevard and Washington Boulevard in the PM continues to experience LOS F conditions.

- Construction on SR 238/Foothill Boulevard appears to have impacted the level of service of the surrounding roadways, particularly the A Street segment connecting to SR 238, Hesperian Boulevard between Winton to A Street and SR 92 between I-880 and Mission Boulevard that are now operating at LOS F.
- East County
 - I-580 Eastbound and Westbound—Speeds dropped significantly from 35-56 mph in 2010 to 25-40 mph in 2012 in the eastbound direction between First Street and Grant Line Road resulting in new LOS F segments during the PM; also, speeds dropped in the westbound in AM from 34-66 mph in 2010 to 24-46 mph in 2012 resulting in a new LOS F segment.
 - I-680 Southbound—Increased congestion was observed between Bernal Avenue and Sunol Road in the AM resulting in a new LOS F.
 - SR 84 Eastbound—The segment between Sunol Road and Pleasanton-Sunol Road in the PM continues to be LOS F in 2012 similar to 2010, and became LOS F in the AM for the first time.
 - SR 84 Westbound—The segment between Rubyhill Boulevard and the culvert became LOS F for the first time in the AM.

Fiscal Impact

None

Attachments

Attachment 1—Summary—2012 LOS Monitoring Report Highlights

Attachment 2—Maps showing LOS Monitoring results on the CMP roadways (Figures 2 thru 11)

Attachment 3—LOS F segments—PM Peak Period

Attachment 4—LOS F segments—AM Peak Period

This page intentionally left blank.

Attachment 1— Summary—2012 LOS Monitoring Report Highlights

SUMMARY

This report presents the summary results of the travel time and speed surveys for the Alameda County Congestion Management Program (CMP) designated roadway system (“CMP network”) for the year 2012. The results indicate that in general speeds on freeways and arterials have declined since 2010, likely due to the economy that is beginning to show improvement combined with many construction activities in the central and northern part of the county. The survey program included the following elements:

- “Floating car” travel time surveys on all Tier 1 Alameda County freeways (150 survey segments) and designated CMP arterial roads (232 survey segments) during the 4:00 to 6:00 P.M. peak period and 7:00 to 9:00 A.M. peak period.
- Travel time surveys on selected ramp movements and “special segments” (23 survey segments) during the P.M. and A.M. peak periods.
- Starting with 2012 monitoring year, “Floating car” travel time surveys on the newly added 92 miles of Tier 2 Arterials (193 segments) during the 4:00 to 6:00 P.M. peak period and 7:00 to 9:00 A.M. peak period for informational purposes only.
- Starting with 2012 monitoring year, “Floating car” travel time surveys on all Tier 1 Alameda County freeways (150 survey segments) during weekend 1:00 to 3:00 P.M. peak period.
- Travel time surveys using both auto and transit travel between ten pairs of origins and destinations.

2012 LOS MONITORING RESULTS—SYSTEM PERFORMANCE

Observations on Corridor Performance

Based on the 2012 monitoring results, speeds on freeways and arterials generally appear to have declined. The following are the highlights of the roadways performance in comparison with the LOS results in 2010:

- Based on the 2012 monitoring results, speeds on the county roadways appeared to have generally declined since 2010, likely due to some recovery in the economy combined with the construction activities across the county.
- Notable construction activities on major roadways that likely created congestion are located at: Bay Bridge (east span construction), I-880/5th Avenue (retrofit), I-880/High Street (retrofit), SR 238/Foothill Boulevard (operational improvements) and Caldecott Tunnel (4th bore construction).

- An increased number of LOS F segments were observed between 2012 and 2010: fourteen in the PM and twelve in the AM peak periods. Similarly, the number of improved segments in 2012 compared to 2010 decreased from nineteen in 2010 to fifteen in 2012.

LEVEL OF SERVICE “F” SEGMENTS

The 2012 surveys revealed that thirty nine (39) segments are operating at Level of Service “F” during the P.M. peak period and twenty seven (27) segments operated at LOS “F” during the A.M. peak period:

- *LOS “F” during the P.M. peak period*39
 - Freeway segments27
 - Arterial segments11
 - Ramps and special segments.....1
- *LOS “F” during the A.M. peak period*27
 - Freeway segments21
 - Arterial segments5
 - Ramps and special segments.....1

The number of segments operating at LOS “F” has increased from 2010 by four (4) in the P.M. and eight (8) in the A.M. peak periods.

LOS “F” Segments in the P.M. Peak Period (Non-“Grandfathered”)

A total of twenty five (25) segments, of which fifteen (15) freeway segments and ten (10) arterial segments, operated at LOS “F” during the P.M. peak period in 2012 in this category. Seven (7) of these twenty five (25) segments are operating at LOS “F” for the first time, including two (2) segments that appeared to be impacted by construction activities. Of the remaining eighteen (18) segments, four (4) of them appeared to have been impacted by construction activities. The details are shown in the following table:

Freeways and Ramps—P.M.

#	CMP Route	Segment Beginning	Segment Ending	Jurisdiction	Comments
1	I-80 - EB	Toll Plaza	I-580 (SB Merge)	Oakland	Construction
2	I-80 - WB	Jct I-580	University	Berkeley-Albany	
3	I-580 - EB	I-680	Hopyard	Pleasanton	
4	I-580 - EB	Hopyard	Santa Rita	Pleasanton	
5	I-580 - EB	1st St	Greenville	Livermore-County	New LOS "F"
6	I-580 - EB	Greenville	N. Flynn	County	New LOS "F"
7	I-580 - WB	SH-24 On-ramp	I-80/I-580 (Split)	Oakland	Construction
8	I-680 - NB	Rt 262/Mission	Durham Rd	Fremont	
9	I-680 - NB	Durham Rd	Washington Blvd	Fremont	
10	I-680 - NB	Vargas Rd	Andrade Rd	County	New LOS "F"
11	I-880 - NB	Alvarado-Niles	Tennyson	Union City-Hayward	
12	I-880 - NB	I-880/I 80 (Split)	I-880/I-80 (Merge)	Oakland	New LOS "F"
13	SR 13 - NB	Moraga Ave	Hiller (Signal)	Oakland	Construction
14	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oakland	
15	SR 84 - EB	Newark Blvd/ Ardenwood Blvd	I-880 NB Off-ramp	Newark	

Arterials—P.M.

#	CMP Route	Segment Beginning	Segment Ending	Jurisdiction	Comments
16	A Street - EB	Western	SR 238	Hayward	New LOS "F"/ Construction
17	Hesperian - NB	Grant	Lewelling	County	
18	Hesperian - SB	Springlake	Lewelling	County	
19	Hesperian - SB	SH 92 - WB	Tennyson	Hayward	
20	University - WB	Sacramento	San Pablo	Berkeley	New LOS "F"
21	SR 84 - EB	Sunol Road	Pleasanton-Sunol Road	Fremont	
22	SR 84 - EB	SR 84 (Off-ramp)/I-680	Vallecitos Lane	County	
23	SR 123 San Pablo - NB	Allston	University	Berkeley	
24	SR 185 (14th) - NB	46th Street	42nd	Oakland	Construction
25	SR 238 (Foothill) - NB	Jackson	City Center	Hayward	New LOS "F"/ Construction

LOS “F” Segments Included in 1991 CMP Baseline (“Grandfathered”)

The remaining fourteen (14) segments operated at LOS “F” during the 2012 P.M. peak period were also at LOS “F” during the 1991 CMP baseline year (and are therefore grandfathered). The details are below:

	CMP Route	Segment Beginning	Segment Ending	Jurisdiction
1	I-80 - EB	I-80/I-580 (Merge)	Powell	Emeryville-Berkeley
2	I-80 - EB	Powell	Ashby	Emeryville-Berkeley
3	I-80 - EB	Ashby	University	Emeryville-Berkeley
4	I-80 - EB	Jct I-580 Off-ramp	Central On-ramp	Berkeley-Albany
5	I-80 - WB	University	Ashby	Emeryville-Berkeley
6	I-80 - WB	Ashby	Powell	Emeryville-Berkeley
7	I-80 - WB	Powell	I-80/I-580 (Split)	Emeryville-Berkeley
8	I-580 - EB	I-80	I-980	Oakland
9	I-880 - NB	Tennyson	SR 92	Hayward
10	I-880 - NB	SR 92	A St	Hayward
11	SR 24 - EB	I-580 On-ramp	Broadway/SR 13	Oakland
12	SR 24 - EB	Broadway/SR 13	Caldecott (Entrance)	Oakland
13	SR13/SR 24 Interchange	SR-13 NB	SR-24 EB	Oakland
14	SR 92 - EB	I-880	Mission	Hayward

LOS “F” Segments in A.M. Peak Period

A total of twenty seven (27) segments, of which twenty one (21) are freeway segments, five (5) are arterial segments, and one (1) is a freeway-to-freeway ramp, operated at LOS “F” during the A.M. peak period in 2012 in this category. Of these twenty seven (27) segments, five (5) segments performed at LOS “F” previously. Of the remaining twenty two (22) segments, nine (9) of them appeared to have been impacted by construction activities.

Freeways and Ramps—A.M.

#	CMP Route	Segment Beginning	Segment Ending	Jurisdiction	Comments
1	I-80 - WB	Central	Jct I-580	Berkeley - Albany	Construction
2	I-80 - WB	Jct I-580	University	Berkeley - Albany	Construction
3	I-80 - WB	I-580 Split	Toll Plaza	Oakland	Construction
4	I-80 - WB	Toll Plaza	SF County	Oakland	Construction
5	I-238 - WB	I-580	I-880	County-San Leandro	
6	I-580 - WB	Greenville Rd	1st St	Livermore - County	
7	I-580 - WB	1st St	Portola Ave	Livermore	
8	I-580 - WB	SH 13 Off-ramp	Fruitvale	Oakland	
9	I-580 - WB	SH-24 On-ramp	I-80/I-580 Split	Oakland	Construction
10	I-580 - EB	Central	I-80 Jct	Albany	New LOS "F"
11	I-680 - SB	Bernal Ave	Sunol Blvd	County	New LOS "F"
12	I-880 - NB	Marina Blvd	SR 112/Davis	Oakland - San Leandro	
13	I-880 - NB	SR 112/Davis	Hegenberger	Oakland - San Leandro	New LOS "F"
14	I-880 - SB	I-238 (Marina before 06)	A St	San Leandro - County	
15	I-880 - SB	Rt 92	Tennyson	Hayward	New LOS "F"
16	I-880 - SB	Tennyson	Alvarado-Niles	Hayward - Union City	
17	I-880 - SB	Alvarado-Niles	Alvarado	Union City - Fremont	
18	I-880 - SB	Alvarado	Decoto	Union City - Fremont	New LOS "F"
19	I-880 - SB	Decoto	Stevenson	Fremont	
20	SR 13 - NB	Moraga Ave	Hiller (Signal)	Oakland	Construction
21	SR 24 - EB	Broadway/SR 13	Caldecott (Entrance)	Oakland	Construction
22	I-880/SR 260 Connection	SR-260 EB	I-880 NB	Oakland	

Arterials—A.M.

#	CMP Route	Segment Beginning	Segment Ending	Jurisdiction	Comments
23	Hesperian - NB	Grant	Lewelling	County	Construction
24	SR 84/Fremont - WB	Peralta	Thornton	Fremont	
25	SR 84 - EB	Sunol Road	Pleasanton-Sunol Road	Fremont	New Segment
26	SR 84 - WB	Ruby Hill /Kaithoff	Culvert (Lat/Long: 37.613854,-121.817224)	Pleasanton	New Segment
27	SR 185 (14th) - NB	46th St	42nd	Oakland	Construction

IMPROVED SEGMENTS

Table 1 lists fifteen segments that operated at LOS “F” during the 2010 surveys but operated at an improved Level of Service in the 2012 surveys. Improvement on SR 92 is likely due to completion of I-880/92 interchange improvements. The number of improved LOS “F” segments from the previous monitoring year decreased from 19 in 2010 to 15 in 2012.

Table 1: Segments at LOS “F” in 2010 and not in 2012

#	CMP Route	Segment Beginning	Segment Ending	Jurisdiction	2010 LOS (Speed)	2012 LOS (Speed)	Prior LOS "F" (Years)
P.M. PEAK PERIOD							
1	I-880/SR 260 Connection	SR-260 - EB	I-880 - NB	Oakland	F (15.7)	E (17.5)	'98, '08-'10
2	Hesperian - NB	La Playa	W. Winton Ave.	Hayward	F (5.6)	E (11.6)	'92, '08-'10
3	SR 13 Ashby - EB	College	Domingo	Berkeley	F (6.5)	E (7.7)	'91, '00, '04, '10
4	I-580 - EB	San Ramon/ Foothill	I-680	County - Pleasanton	F20 (13.6)	E (33.2)	'08, '10
5	SR 92 - EB	Clawiter	I-880	Hayward	F20 (10.0)	C (54.4)	'91-'92, '94-'95, '97-'02, '06-'10
6	I-580 - EB	Santa Rita	El Charro	County - Pleasanton	F30 (22.3)	E (34.1)	'02, '08, '10
7	I-580 - EB	Harrison	Lakeshore	Oakland	F30 (27.0)	E (31.2)	'08-'10
8	I-580 - EB	Coolidge	SH 13 Off-ramp	Oakland	F30 (31.4)	C (52.1)	'10
9	I-880 - NB	Decoto	Alvarado Blvd	Fremont - Union City	F30 (28.6)	D (42.8)	'02, '10
10	I-880 - NB	Alvarado Blvd	Alvarado-Niles Blvd	Fremont - Union City	F30 (26.8)	E (39.2)	'02, '10
11	I-980 - EB	I-880	SR 24 @ I-580	Oakland	F30 (29.7)	E (39.4)	'91
A.M. PEAK PERIOD							
12	I-880 - NB	Alvarado-Niles	Tennyson	Union City - Hayward	F30 (24.8)	E (38.1)	'06-'10
13	I-880 - NB	High/42nd	23rd (1st On-ramp)	Oakland	F30 (29.4)	E (33.2)	'10
14	I-880 - SB	A St	SR 92	Hayward	F30 (25.1)	E (34.1)	'97, '98, '00-'02, '08-'10
15	SR 84 - WB	Paseo Padre Pkwy	Toll Plaza	Newark - Fremont	F30 (22.1)	E (31.0)	'10

Overall Average Speed

The overall average speeds compared to 2010 have declined for both Freeways and Arterials for both time periods reversing the improvement experienced since 2006. The travel time surveys showed an increase of 1.0 to 1.5 miles per hour on the freeways and arterials during the P.M. and A.M. peak periods between 2010 and 2012.

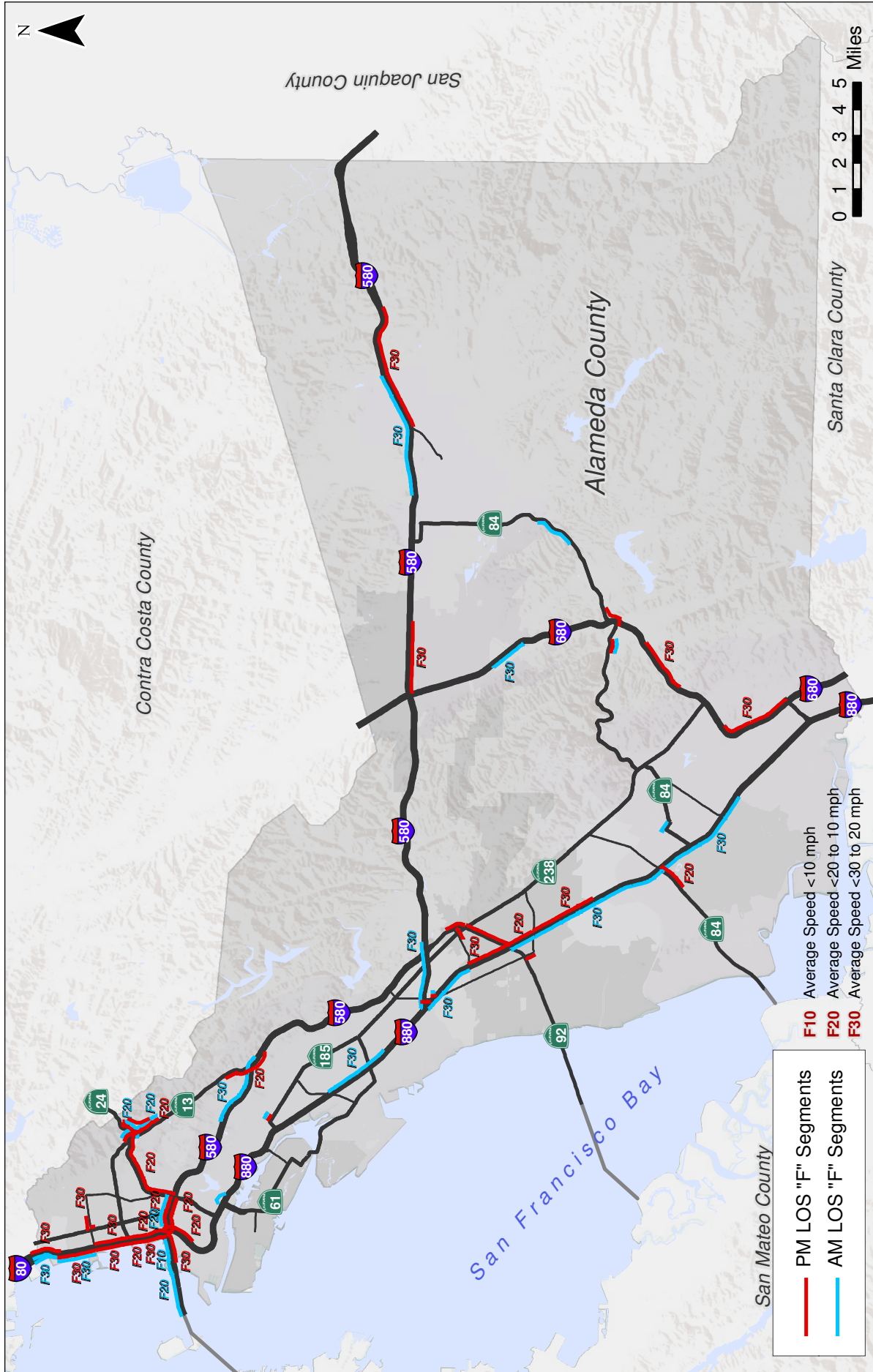
ORIGIN-DESTINATION SURVEYS

The Origin and Destination (O-D) pair data was collected for 10 pairs for auto and 9 for transit. The pair between Emeryville and Berkeley includes travel by bike and the pair between Fremont and San Jose includes travel by High Occupancy Vehicle lane.

O-D data collected is being analyzed and summary is expected to be reported in the Draft Report.

Attachment 2—

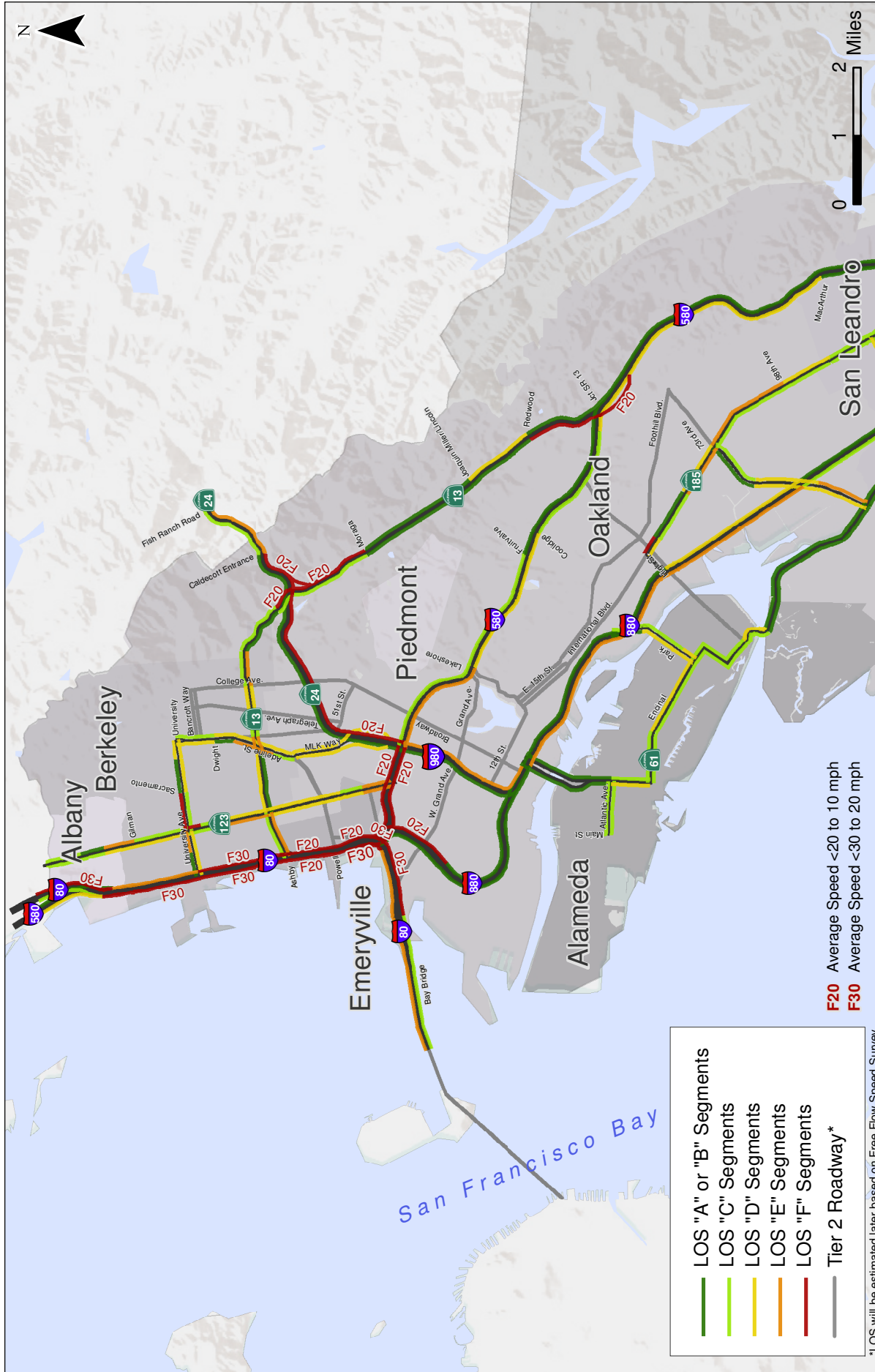
Maps showing LOS Monitoring results on the CMP roadways (Figures 2 thru 11)



2012 AM and PM Peak Period Level of Service "F" Results
Countywide

Figure
2

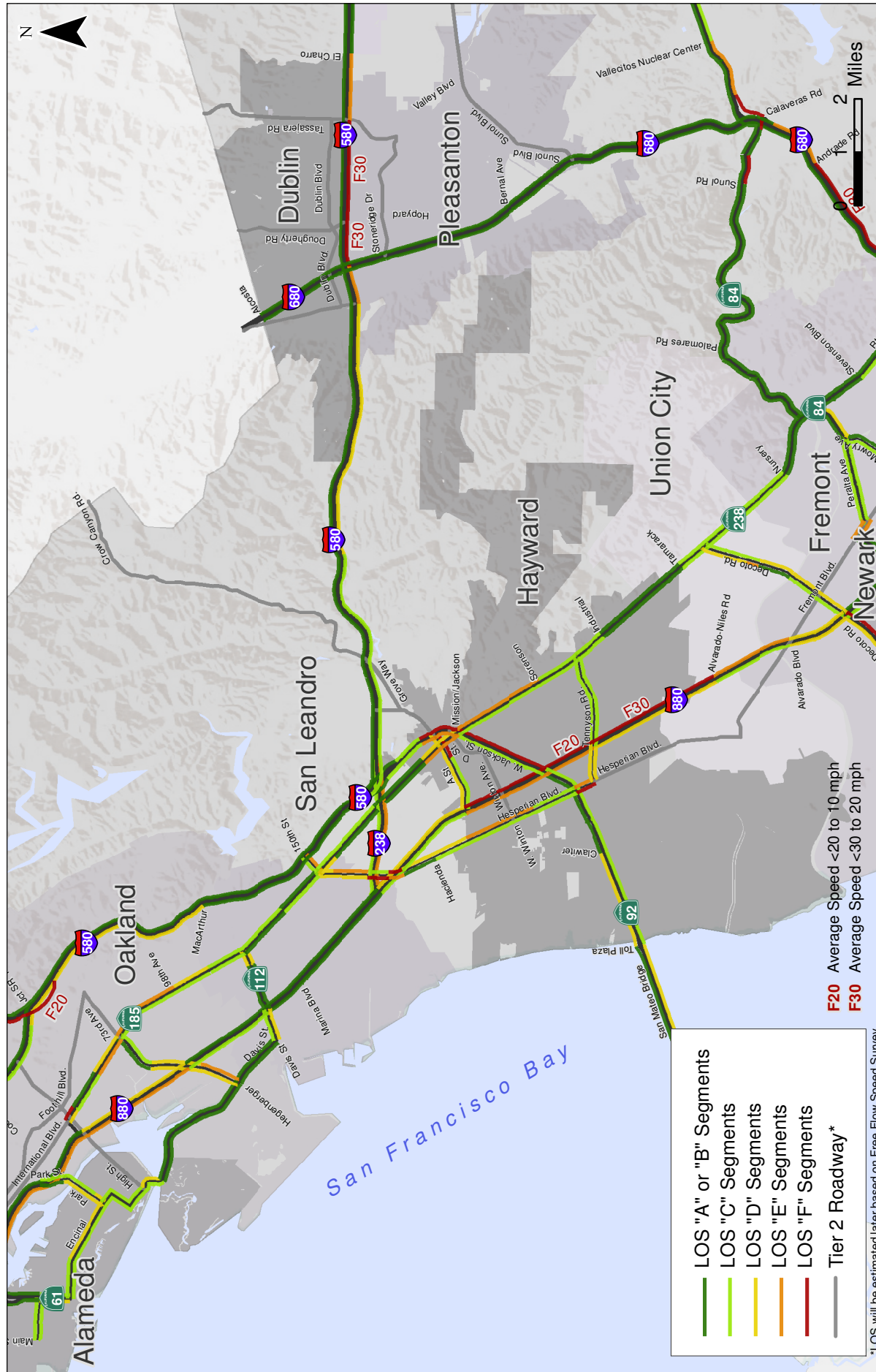




2012 PM Peak Period Level of Service Results
Planning Area 1

Figure
3

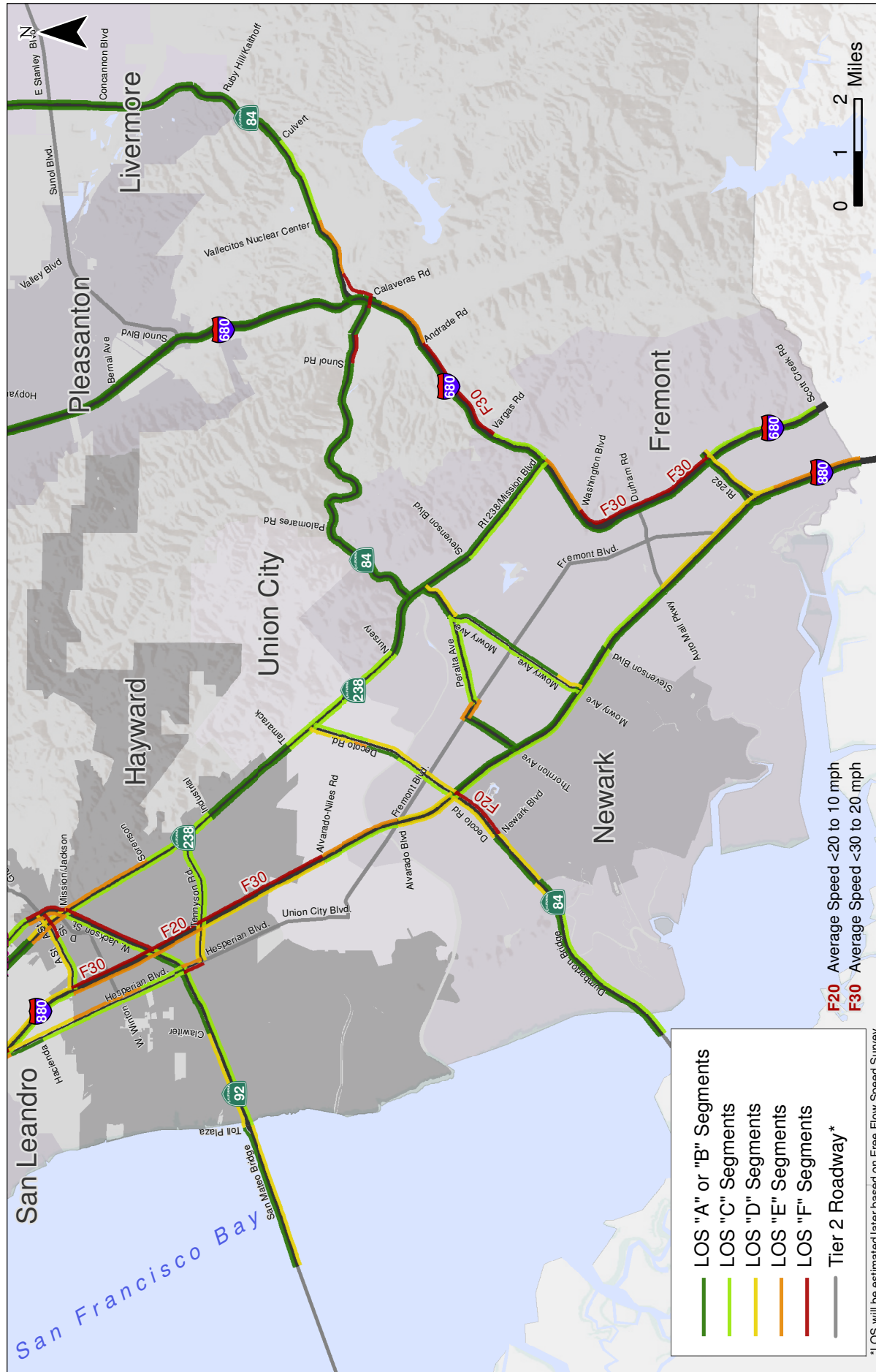




2012 PM Peak Period Level of Service Results
Planning Area 2

Figure
4

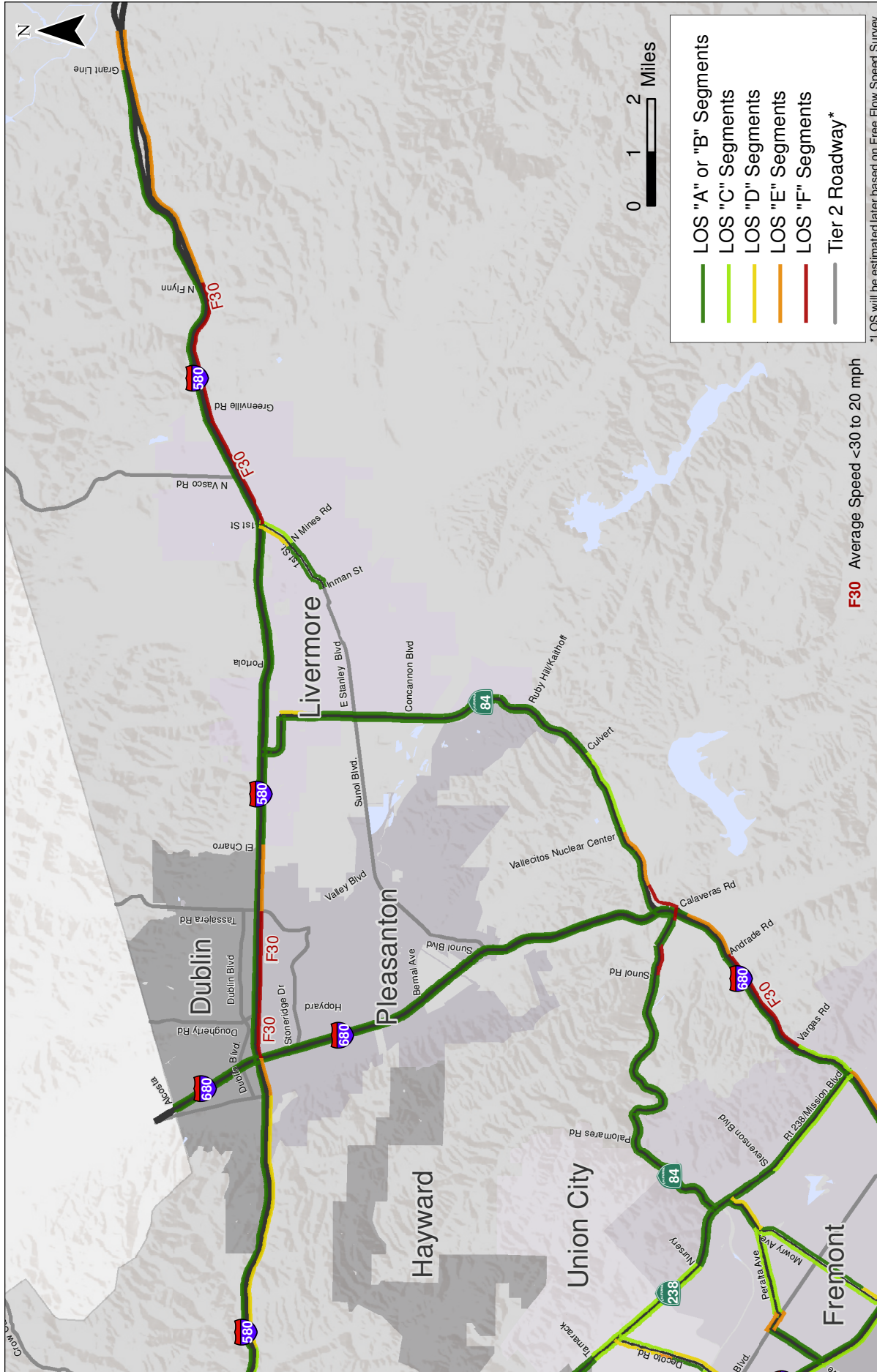




2012 PM Peak Period Level of Service Results
Planning Area 3

Figure
5

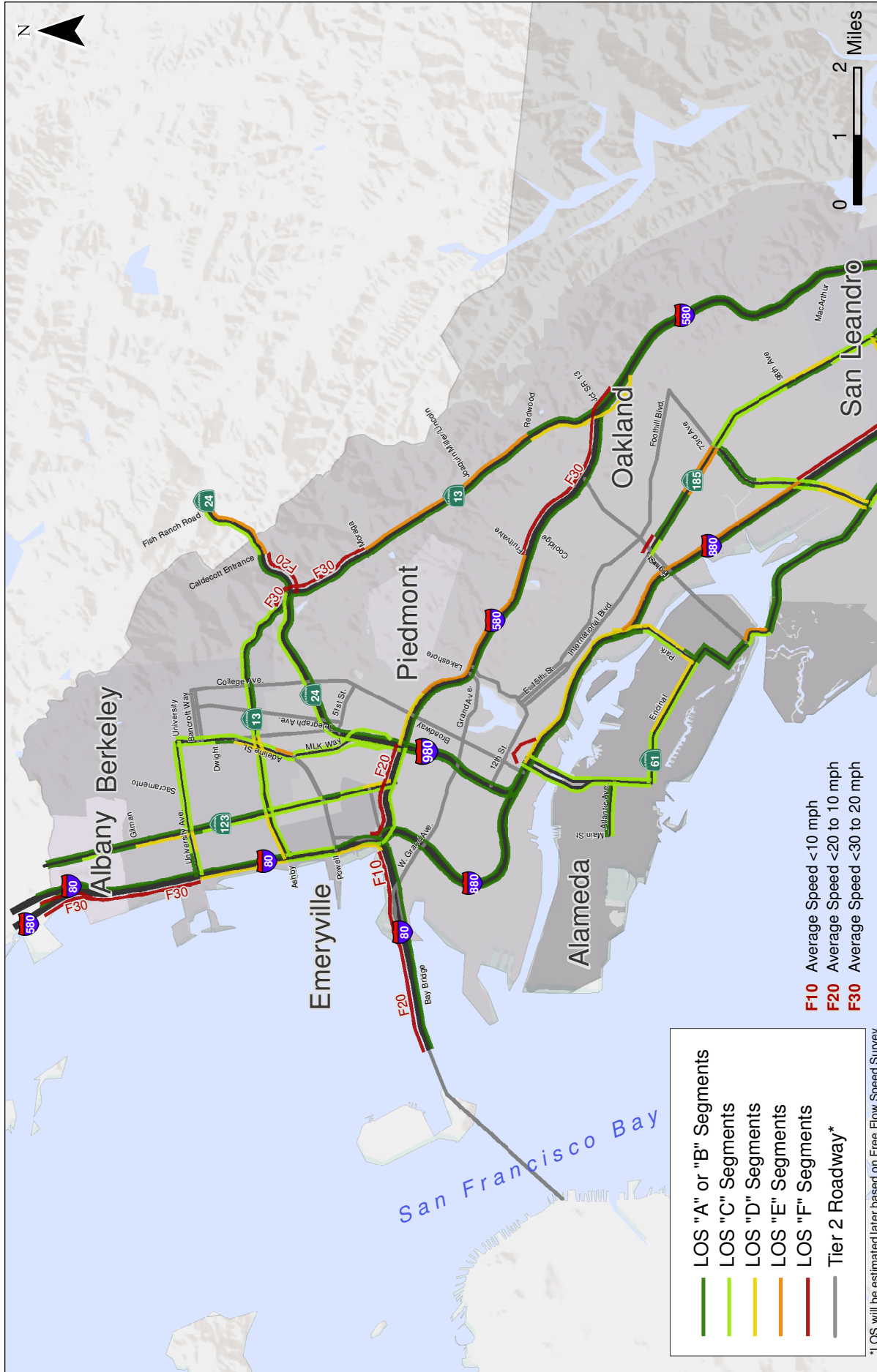




2012 PM Peak Period Level of Service Results Planning Area 4

Figure
6

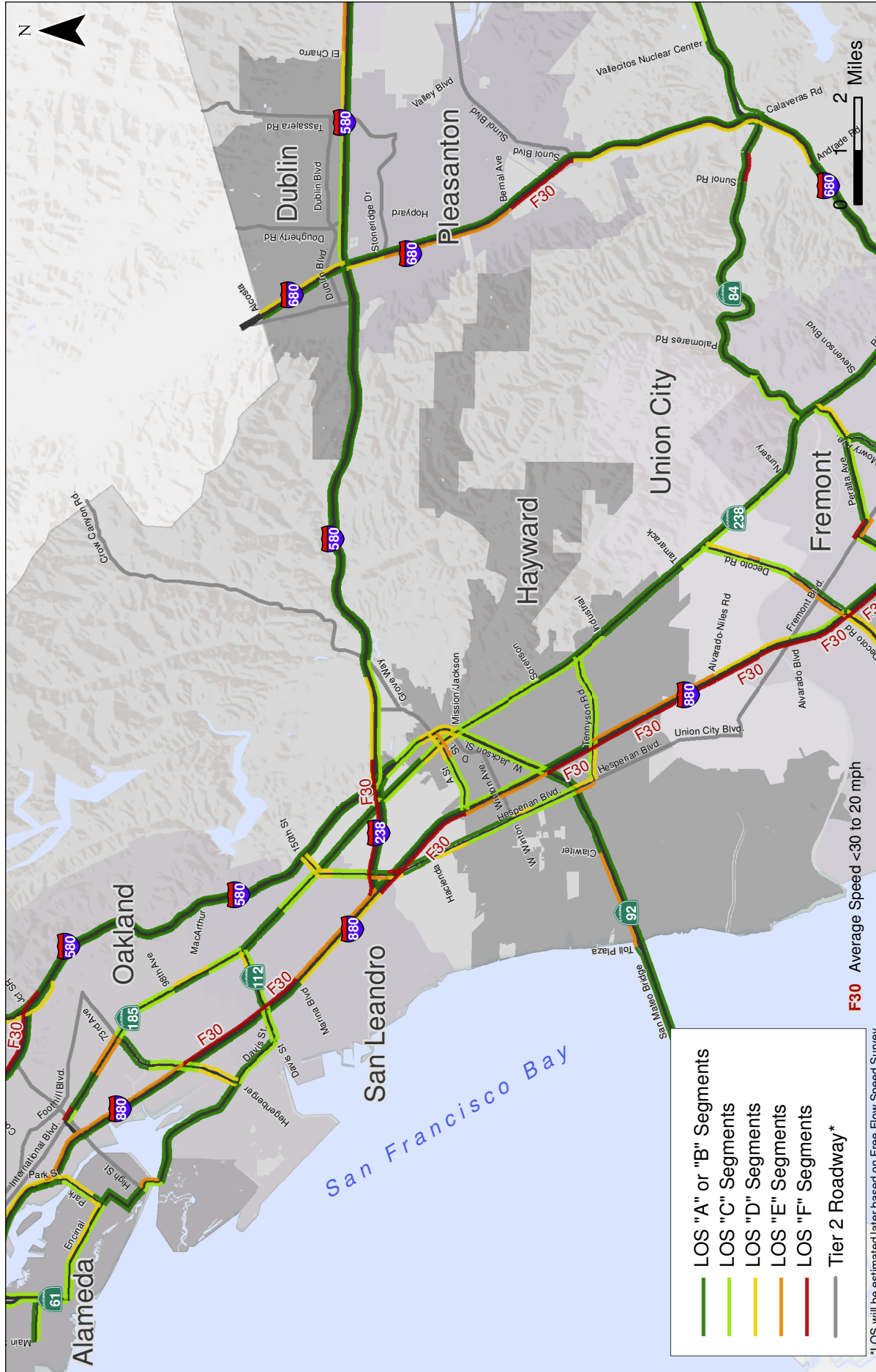




2012 AM Peak Period Level of Service Results
Planning Area 1

Figure
7

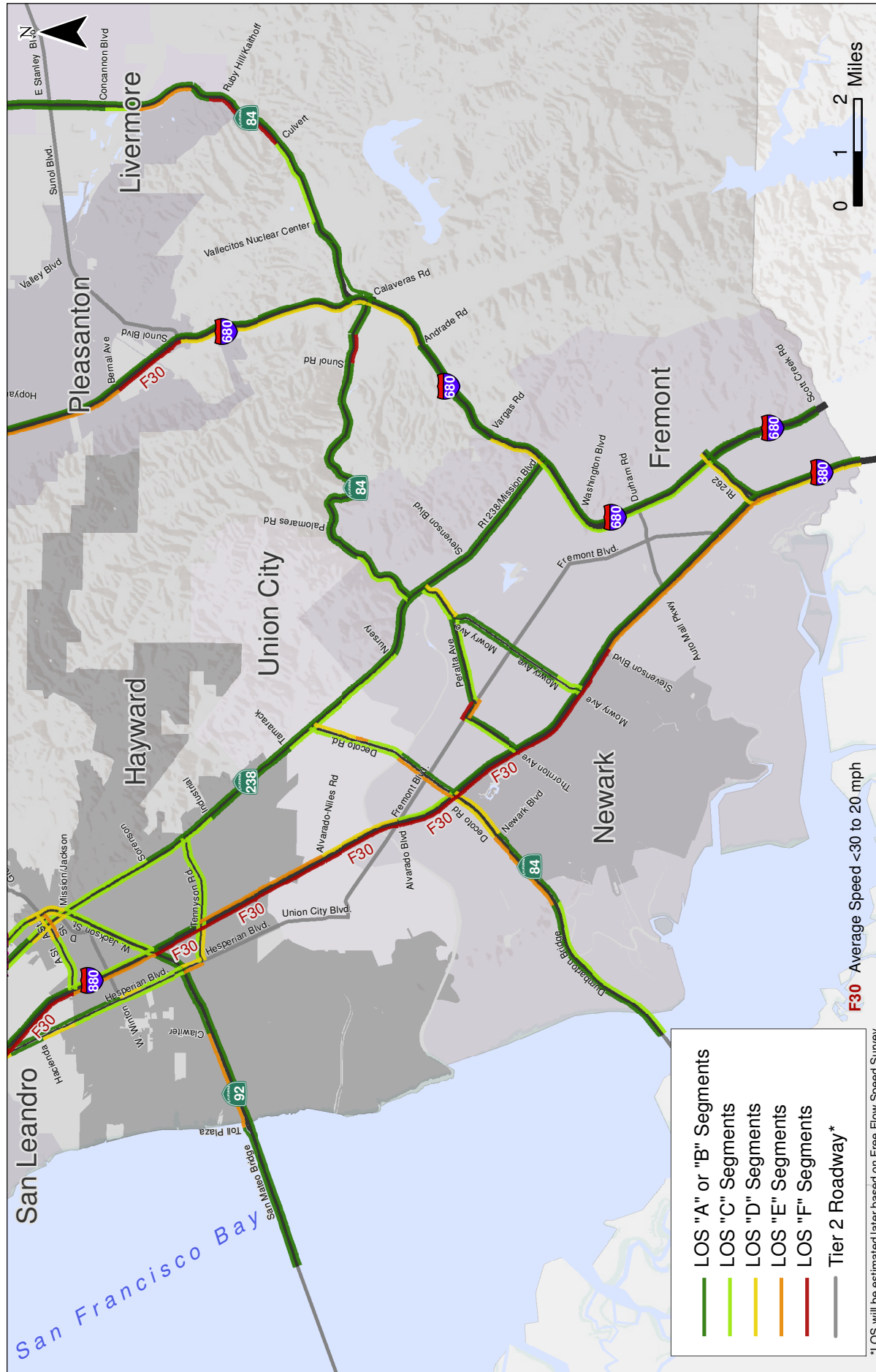




2012 AM Peak Period Level of Service Results
Planning Area 2

Figure
8

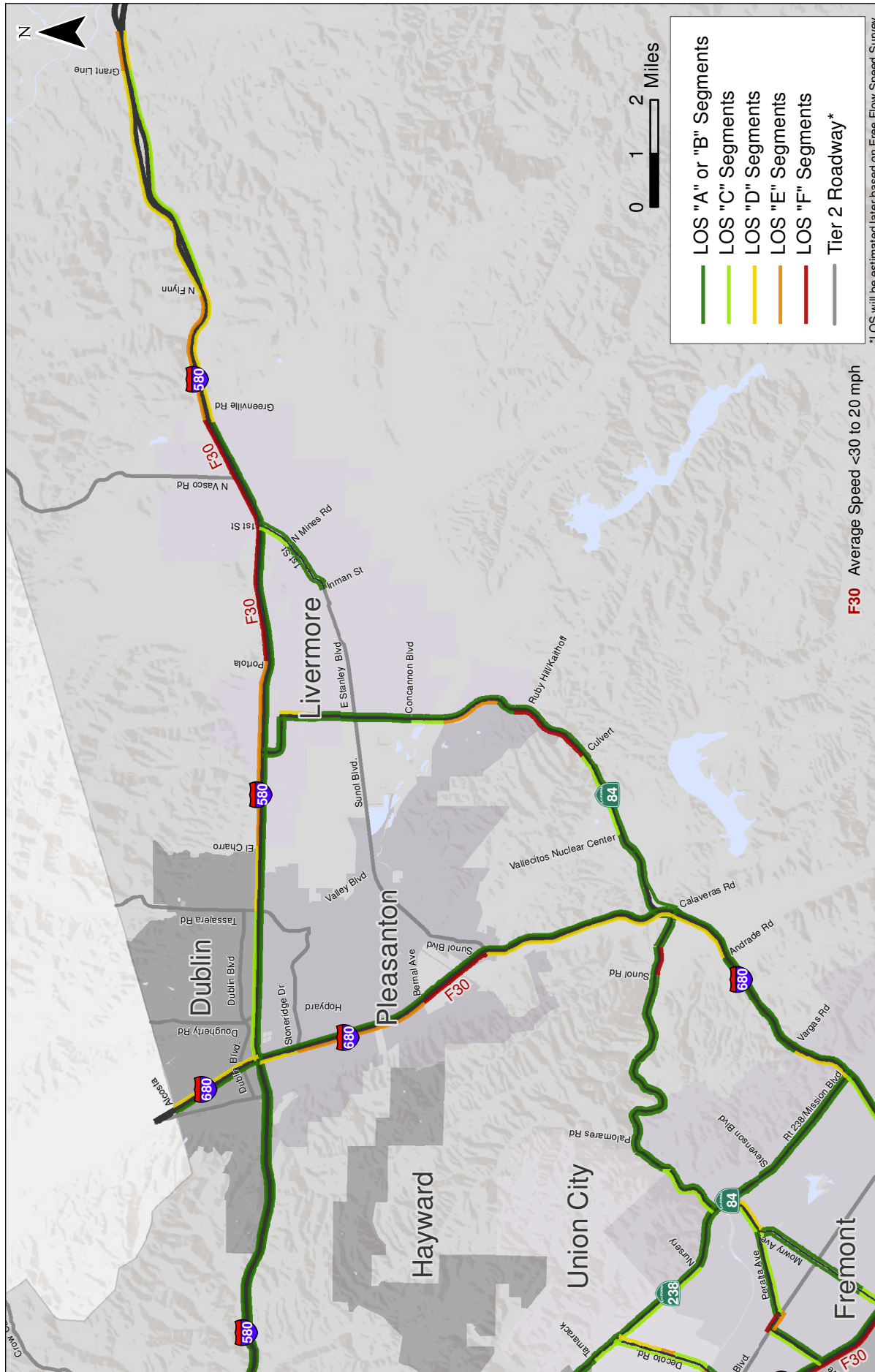




2012 AM Peak Period Level of Service Results
Planning Area 3

Figure
9

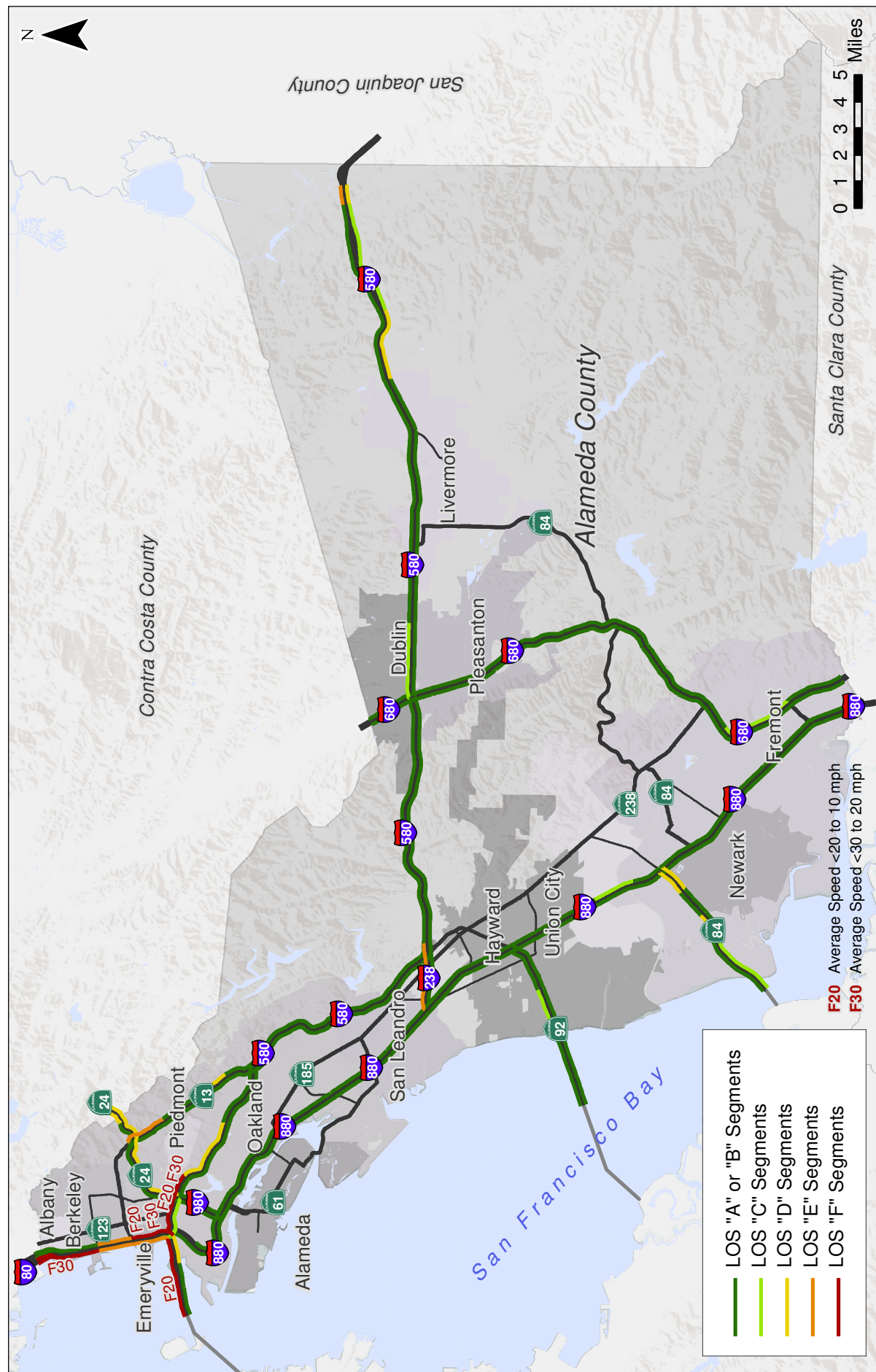




2012 AM Peak Period Level of Service Results Planning Area 4

Figure
10





2012 Weekend Peak Period (1PM to 3PM) Level of Service Results
Countywide

Figure
11



This page intentionally left blank.

Attachment 3— LOS F segments—PM Peak Period

Level of Service "F" Segments, P.M. Peak Period

CMP Route	Segment Limits		Jurisdiction	Length (miles)	Prior LOS "F" (Years)	Comments	LOS Results		Run details	
	From	To					2010	2012		
1	I-80 - EB	Toll Plaza	I-580 SB Merge	Oakland	1.15	'93-'02, '06, '08		C 54.2	F(30) 25.4	Tue 2/28 4:34 Thur 3/22 5:02 Tue 5/15 5:28 Wed 5/16 5:10
2	I-80 - EB	I-80/I-580 (Merge)	Powell	Emeryville - Berkeley	0.79	'91-'95, '97-'06, '08, '10	Grandfathered	F(20) 16.6	F(20) 13.0	Same As Above
3	I-80 - EB	Powell	Ashby	Emeryville - Berkeley	0.67	'91-'95, '97-'06, '08, '10	Grandfathered	F(20) 11.68	F(20) 12.3	Same As Above
4	I-80 - EB	Ashby	University	Emeryville - Berkeley	1.34	'91-'95, '97-'08		E 31.7	F(30) 25.7	Same As Above
5	I-80 - EB	Jct I-580	Central	Berkeley- Albany	1.12	'91-'92, '96-'97, '02, '06-'08		E 39.1	F(30) 27.7	Same As Above
6	I-80 - WB	Jct I-580	University	Berkeley- Albany	1.49	'10	Construction	F(30) 23.7	F(30) 28.7	Tue 2/28 4:01 Thur 3/22 4:40 Tue 5/15 5:07
7	I-80 - WB	University	Ashby	Emeryville - Berkeley	1.36	'91-'92, '94-'08, '10	Grandfathered/ Construction	F(30) 24.7	F(30) 23.3	Same As Above
8	I-80 - WB	Ashby	Powell	Emeryville - Berkeley	0.64	'91-'92, '94-'08, '10	Grandfathered/ Construction	F(20) 16.6	F(20) 15.5	Same As Above
9	I-80 - WB	Powell	I-80/I-580 Split	Emeryville - Berkeley	0.42	'91-'92, '94-'06	Construction	E 31.7	F(30) 28.0	Same As Above
10	I-580 - EB	I-680	Hopyard	Pleasanton	0.76	'98-'02, '06-'08, '10	Construction	F(10) 8.7	F(30) 24.6	Thu 3/8 5:20 Wed 4/25 5:46 Wed 5/9 4:01 Thu 5/31 4:02
11	I-580 - EB	Hopyard	Santa Rita	Pleasanton	1.96	'98-'02, '06-'08, '10	Construction	F(20) 10.8	F(30) 26.2	Wed 5/31 4:53 Same As Above
12	I-580 - EB	1st St	Greenville	Livermore - County	1.98			B 56.0	F(30) 29.3	Wed 2/29 4:16 Wed 3/21 4:37 Tue 4/24 4:25 Thu 5/31 4:02 Wed 6/6 4:37
13	I-580 - EB	Greenville	N. Flynn	County	1.50			E 35.4	F(30) 25.4	Same As Above
14	I-580 - EB	I-80	I-980	Oakland	1.24	'91-'92, '08-'10	Grandfathered	F(30) 25.7	F(20) 18.6	Tue 3/20 4:02 Thur 3/29 5:40 Thur 5/10 4:24
15	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oakland	0.69	'06	Construction	B 56.7	F(20) 14.2	Tue 3/20 4:35 Thur 3/29 4:33 Thur 5/10 5:18

Level of Service "F" Segments, P.M. Peak Period

CMP Route	Segment Limits		Jurisdiction	Length (miles)	Prior LOS "F" (Years)	Comments	LOS Results		Run details			
	From	To					2010	2012				
16	I-680 - NB	Rt 262/ Mission	Durham Rd	Fremont	1.34	'08-'10		F(20) 16.5	F(30) 20.1	Tue 2/28 4:04	Wed 2/29 4:44	
										Thur 3/1 4:30	Wed 3/7 5:35	
										Thur 3/8 4:50	Thur 3/8 5:27	
										Thur 3/22 4:31		
17	I-680 - NB	Durham Rd	Washington Blvd	Fremont	1.54	'08-'10		F(30) 20.4	F(30) 23.4	Same As Above		
18	I-680 - NB	Vargas Rd	Andrade Rd	County	2.64	'10		F(30) 28.1	F(30) 28.9	Same As Above		
19	I-880 - NB	Alvarado-Niles	Tennyson	Union City - Hayward	2.65	'00-'02, '06-'08, '10		F(20) 17.7	F(30) 24.7	Wed 2/29 4:43	Thur 3/1 4:03	
										Wed 3/7 4:03	Tue 3/20 4:50	
										Wed 3/21 4:04	Tue 5/8 5:17	
										Wed 5/9 4:48	Thur 5/17 4:16	
20	I-880 - NB	Tennyson	SR 92	Hayward	1.14	'91-'92		E 37.7	F(20) 19.2	Wed 2/29 4:43	Thur 3/1 4:03	
										Tue 3/6 4:33	Tue 3/6 5:47	
										Wed 3/7 4:03	Thur 5/17 4:16	
										Wed 5/23 5:19		
21	I-880 - NB	SR 92	A St	Hayward	1.52	'91-'92		E 38.4	F(30) 25.5	Same As Above		
22	I-880 - NB	I-880/I-80 Split	I-880/I-80 Merge	Oakland	1.40		Construction	E 31.5	F(20) 15.2	Tue 3/6 4:43	Wed 3/7 4:01	
										Tue 3/20 5:27	Wed 3/21 4:00	
										Thur 5/17 4:55	Wed 5/23 5:19	
23	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oakland	1.57	'06-'10	Construction	F(30) 24.2	F(20) 18.9	Wed 2/29 4:38	Wed 3/21 5:09	
										Thur 3/22 4:01	Tue 5/8 4:24	
24	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oakland	0.89	'08-'10		F(20) 12.5	F(20) 15.6	Tue 5/8 5:12	Tue 5/22 4:12	
										Wed 2/29 4:07	Wed 3/21 4:37	
										Tue 5/8 4:48	Tue 5/15 4:02	
										Tue 5/22 4:04	Thur 6/7 5:09	
25	SR 24 - EB	Jct I-580 (On-ramp)	Broadway / SR 13	Oakland	2.08	'91-'97, '02, '06, '08, '10	Grandfathered/ Construction	F(20) 15.8	F(20) 16.0	Wed 3/7 5:09	Thur 3/8 5:15	
										Wed 3/21 4:34	Wed 3/21 5:02	
										Tue 5/8 4:16	Tue 5/8 5:36	
										Thur 6/7 4:01		
26	SR 24 - EB	Broadway / SR 13	Caldecott (Entrance)	Oakland	1.41	'91-'97, '02, '06, '08, '10	Grandfathered/ Construction	F(20) 14.5	F(20) 14.1	Same As Above		
27	SR 84 - EB	Newark Blvd/ Ardenwood	I-880 NB (Off-ramp)	Newark	0.97	'08, '10		F(30) 26.9	F(20) 16.4	Tue 2/28 4:27	Thur 3/1 5:19	
										Tue 3/6 5:03	Wed 3/7 5:36	
										Thur 3/22 4:37	Wed 5/16 5:17	
28	A Street - EB	Western	SR 238	Hayward	0.53		Construction	E 7.6	F 5.2	Tue 3/27 5:13	Tue 3/27 5:50	
										Tue 5/22 5:19	Wed 5/23 4:16	
										Thur 5/24 4:10	Wed 5/30 4:01	

Level of Service "F" Segments, P.M. Peak Period

CMP Route		Segment Limits		Jurisdiction	Length (miles)	Prior LOS "F" (Years)	Comments	LOS Results		Run details	
		From	To					2010	2012		
29	Hesperian - NB	Grant	Lewelling	County	0.28	'00, '04, '06-'10	Construction	F 8.1	F 6.9	Wed 3/7 4:02 Wed 3/21 4:58 Thur 5/10 4:34 Tue 5/15 5:05	Thu 3/8 4:03 Thu 3/22 4:02 Tue 5/15 4:02
30	Hesperian - SB	Springlake	Lewelling	County	0.40	'00-'10		F 8.1	F 7.9	Tue 3/6 5:39 Wed 3/21 4:23 Thur 5/10 4:02 Tue 6/5 4:46	Wed 3/7 5:21 Wed 3/21 5:29 Thur 5/10 5:07
31	Hesperian - SB	SH 92 - WB	Tennyson	Hayward	0.47	'08-'10	Construction	F 11.0	F 11.7	Wed 3/7 5:21 Wed 3/21 5:29 Thur 5/10 5:07	Wed 3/21 4:23 Thur 5/10 5:07
32	University - WB	Sacramento	San Pablo	Berkeley	0.56			E 12.6	F 9.9	Wed 4/18 5:09 Wed 5/2 4:37 Thur 5/17 5:32 Tue 6/5 4:02	Tue 4/24 4:37 Thur 5/17 5:10 Tue 5/22 4:46
33	SR 84 - EB	Sunol Rd	Pleasanton-Sunol Rd	Fremont	0.53	'10		F 4.7	F 4.8	Tue 2/28 5:30 Wed 3/21 4:43 Thur 5/10 4:05	Tue 3/6 4:06 Thur 3/22 4:01 Thur 5/10 5:04
34	SR 84 - EB	SR 84 (Off-ramp)/ I-680	Vallecitos Ln	County	1.07	'02-'04, '06-'10	Construction	F 11.7	F 13.6	Tue 2/28 4:38 Thur 3/1 4:37 Tue 3/20 4:57 Wed 2/29 5:22 Thur 3/8 5:07 Thur 3/29 4:22 Wed 6/6 4:43 Tue 4/17 4:36 Wed 5/23 4:00 Wed 5/30 4:46 Tue 3/6 3:59 Wed 5/9 4:08 Wed 5/30 4:27 Wed 6/6 5:19 Wed 3/7 4:01 Wed 5/23 5:08 Tue 6/5 4:40 Thur 6/7 4:12	Wed 2/29 5:17 Tue 3/6 4:48 Tue 3/20 5:40 Tue 3/6 5:43 Wed 3/28 5:07 Tue 5/22 5:30
35	SR 92 - EB	I-880	Mission	Hayward	1.59	'91-'92	Construction	D 15.4	F 6.9		
36	SR 123 San Pablo - NB	Allston	University	Berkeley	0.20	'98, '00, '06, '10		F 5.8	F 5.4	Tue 4/17 4:36 Wed 5/23 4:00 Wed 5/30 4:46 Tue 3/6 3:59 Wed 5/9 4:08 Wed 5/30 4:27 Wed 6/6 5:19 Wed 3/7 4:01 Wed 5/23 5:08 Tue 6/5 4:40 Thur 6/7 4:12	Wed 5/16 4:56 Wed 5/30 4:00 Thur 5/31 4:01 Wed 3/7 4:53 Wed 5/9 5:17 Wed 5/30 5:25 Thur 6/7 4:31 Thur 3/22 4:57 Wed 5/30 4:26 Wed 6/6 4:16
37	SR 185 (14th) - NB	46th St.	42nd	Oakland	0.26	'08-'10	Construction	F 7.3	F 8.7		
38	SR 238 (Foothill) - NB	Jackson	City Center	Hayward	0.62		Construction	C 17.3	F 6.4		
39	SR 13/SR 24 Interchange*	SR-13 NB	SR-24 EB	Oakland	0.32	92-'10	Grandfathered/ Construction	F 9.8	F 7.6	Tue 3/27 4:03 Tue 6/5 5:52	Tue 3/27 4:13 Thur 6/7 4:18

*Speed data based on less than the regular number of six base runs.

Attachment 4— LOS F segments—AM Peak Period

Level of Service "F" Segments, A.M. Peak Period

CMP Route		Segment Limits		Jurisdiction	Length (miles)	Prior LOS "F" (Years)	Comments	LOS Results		Run details	
		From	To					2010	2012		
1	I-80 - WB	Central	Jct I-580	Berkeley-Albany	0.70	'08	Construction	D 44.1	F(30) 22.7	Thur 3/22 7:02 Wed 4/25 7:02 Wed 5/16 7:01 Thur 5/17 7:30	Thur 3/22 7:58 Wed 4/25 7:47 Wed 5/16 7:44
2	I-80 - WB	Jct I-580	University	Berkeley-Albany	1.49	'08	Construction	E 37.0	F(30) 24.9	Same As Above	
3	I-80 - WB	I-80/580 Split	Toll Plaza	Oakland	1.20	'97-'10	Construction	F(10) 8.7	F(10) 6.0	Same As Above	
4	I-80 - WB	Toll Plaza	SF County	Oakland	2.00	'97-'10	Construction	F(10) 14.4	F(20) 17.8	Same As Above	
5	I-238 - WB	I-580	I-880	County - San Leandro	1.60	'97-'08		E 35.0	F(30) 20.8	Thur 3/8 8:00 Thur 3/22 8:47 Wed 5/2 7:11 Wed 5/9 7:31	Thur 3/22 8:24 Thur 3/29 7:18 Wed 5/2 7:37 Tue 6/5 7:02
6	I-580 - WB	Greenville	1st St	Livermore - County	2.30	'04, '08, '10		E 34.0	F(30) 23.8	Thur 3/1 7:27 Tue 3/20 8:48 Wed 4/25 7:02 Thur 5/3 8:12 Thur 6/7 7:48	Tue 3/6 8:34 Wed 3/21 7:23 Thur 5/3 7:18 Tue 6/5 8:02
7	I-580 - WB	1st St	Portola	Livermore	2.52	'08, '10		E 34.0	F(30) 22.3	Same As Above	
8	I-580 - WB	SH 13 Off-ramp	Fruitvale	Oakland	2.36	'08-'10		F(20) 21.9	F(30) 26.4	Tue 3/20 7:28 Thur 4/26 7:01 Thur 5/17 7:03	Tue 3/20 8:32 Wed 5/2 7:52 Wed 6/6 7:32
9	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oakland	0.69	'02, '06-'10	Construction	F(20) 12.9	F(20) 16.9	Tue 3/20 7:36 Thur 4/26 7:09 Thur 5/10 8:06 Wed 6/6 7:40	Tue 3/20 8:40 Wed 5/2 8:01 Thur 5/17 7:10
10	I-580 - EB	Central	I-80 Jct	Albany	0.77			E 32.2	F(30) 27.3	Tue 3/20 7:1 Wed 4/25 8:37 Wed 5/2 7:25 Wed 5/16 8:34	Tue 3/20 8:02 Thur 4/26 7:25 Wed 5/2 8:27 Thur 5/17 8:11
11	I-680 - SB	Bernal	Sunol	County	1.31			D 43.9	F(30) 27.5	Wed 2/29 7:31 Wed 3/7 8:01 Thur 3/8 8:37 Wed 3/21 8:21	Thur 3/1 7:54 Thur 3/8 7:04 Tue 3/20 7:09

Level of Service "F" Segments, A.M. Peak Period

CMP Route		Segment Limits		Jurisdiction	Length (miles)	Prior LOS "F" (Years)	Comments	LOS Results		Run details	
		From	To					2010	2012		
12	I-880 - NB	Marina Blvd	SR 112/Davis	Oakland - San Leandro	0.79	'10		F(30) 25.9	F(30) 30.0	Thur 3/1 8:19 Wed 3/7 7:03 Thur 4/26 7:51 Tue 6/5 8:30	Tue 3/6 7:34 Wed 3/7 8:19 Thur 5/17 7:20 Wed 6/6 8:04
13	I-880 - NB	SR 112/Davis	Hegenberger	Oakland - San Leandro	1.88			E 31.7	F(30) 29.8	Same As Above	
14	I-880 - SB	I-238	A St	San Leandro - County	2.03	'06-'10		F(20) 18.0	F(30) 22.4	Tue 3/6 7:11 Wed 3/7 7:02 Thur 4/26 7:25 Wed 6/6 7:01	Tue 3/6 8:27 Thur 3/8 7:06 Thur 4/26 8:35 Wed 6/6 8:22
15	I-880 - SB	SR 92	Tennyson	Hayward	0.96			E 39.5	F(30) 23.0	Same As Above	
16	I-880 - SB	Tennyson	Alvarado-Niles	Hayward - Union City	2.49	'00		F(30) 29.4	F(30) 23.5	Wed 3/7 7:20 Tue 3/20 8:12 Tue 5/1 7:26 Wed 6/6 7:17	Thur 3/8 7:24 Thur 4/26 7:56 Thur 5/24 8:10 Wed 6/6 8:34
17	I-880 - SB	Alvarado-Niles	Alvarado	Union City - Fremont	1.37	'10		F(30) 26.1	F(30) 24.6	Same As Above	
18	I-880 - SB	Alvarado	Decoto	Union City - Fremont	1.17			E 33.0	F(30) 26.8	Same As Above	
19	I-880 - SB	Decoto	Stevenson	Fremont	4.07	'10		F(30) 28.4	F(30) 20.2	Same As Above	
20	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oakland	1.57	'06-'10	Construction	F(30) 28.8	F(30) 23.2	Wed 3/21 7:24 Tue 5/1 7:41 Thur 5/3 8:03	Wed 3/21 8:05 Thur 5/3 7:19
21	SR 24 - EB	Broadway/ SR 13	Caldecott (Entrance)	Oakland	1.41	'08-'10	Construction	F(30) 20.1	F(20) 18.3	Wed 3/7 8:15 Wed 3/21 7:34 Tue 5/1 8:08	Thur 3/8 8:41 Wed 3/21 7:55 Thur 5/24 7:02
22	Hesperian - NB	Grant	Lewelling	County	0.28	'10	Construction	F 10.0	F 9.9	Thur 3/8 7:08 Thur 5/3 8:35 Tue 5/8 8:01	Tue 5/1 7:45 Tue 5/8 7:01 Tue 5/22 7:08
23	SR 84/Fremont - WB	Peralta	Thornton	Fremont	0.33			F 9.8	F 9.5	Thur 3/1 7:13 Thur 3/8 8:51 Thur 3/22 7:38 Thur 4/26 7:15 Wed 5/2 7:13 Wed 5/2 7:51	Tue 3/6 7:46 Wed 3/21 8:53 Wed 4/25 8:18 Wed 5/2 7:13 Thur 5/3 7:05

Level of Service "F" Segments, A.M. Peak Period

CMP Route	Segment Limits		Jurisdiction	Length (miles)	Prior LOS "F" (Years)	Comments	LOS Results		Run details
	From	To					2010	2012	
24	SR 84 - EB	Sunol Rd	Pleasanton-Sunol Rd	Fremont	0.53		D 19.2	F 9.3	Wed 2/29 8:40 Thur 3/8 8:07 Thur 3/22 7:10 Thur 3/1 8:03 Tue 3/20 7:01 Wed 5/16 7:48 Wed 2/29 8:43 Wed 5/2 7:59 Thur 5/10 8:28 Wed 3/7 8:13 Tue 5/1 8:06 Thur 6/7 8:24
25	SR 84 - WB	Ruby Hill / Kaithoff	Culvert (Lat/Long 37.613854,- 121.817224)	Pleasanton	1.62		B 47.4	F 18.1	Tue 3/6 7:20 Wed 3/21 7:04 Wed 5/16 8:38 Wed 5/2 7:28 Wed 5/9 7:49
26	SR 185 (14th) - NB	46th St.	42nd	Oakland	0.26	Construction	F 7.2	F 8.8	Wed 5/2 7:59 Thur 5/10 8:28 Wed 3/7 8:13 Tue 5/1 8:06 Thur 6/7 8:24
27	1-880/SR 260 Connection	SR-260 EB	I-880 NB	Oakland	0.36	Construction	E 18.8	F 15.5	Wed 4/25 7:38 Wed 6/6 8:47 Wed 6/6 8:50



Memorandum

DATE: August 10, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Beth Walukas, Deputy Director of Planning

SUBJECT: Review of Congestion Management Plan (CMP): Draft 2012 Conformity Requirements

Recommendation

It is recommended that ACTAC review Attachment A detailing local jurisdictions' status in meeting the Congestion Management Program (CMP) conformity requirements. This item is for information only. No action is requested.

Summary

Local jurisdictions are required to comply with the CMP as follows:

- 1) (a) Tier 1 Land Use Analysis Program – submit to Alameda CTC all Notice of Preparations, EIRs and General Plan amendments;
(b) Tier 2 Land Use Forecasts- review ABAG Projections by traffic analysis zones;
- 2) Traffic Demand Management (TDM) – Complete Site Design Checklist;
- 3) Payment of Fees; and
- 4) Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

Letters were sent to the jurisdictions on August 15, 2010 requesting a response for items 1a) Tier 1 Land Use Analysis Program, 2) TDM Site Design Checklist, and 4) Deficiency Plan Progress Reports as required for those jurisdictions discussed below. All responses are due by October 1, 2012.

Draft and final conformity findings will be presented to ACTAC and the Commission at their October and November meetings, respectively, with adoption of the 2012 Conformity Findings scheduled for the Commission's December 6, 2012 meeting.

Discussion

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, no additional CMP roadway segments were found to be deficient in 2012 based on the select link analysis conducted using the Countywide Travel Demand Model and 2012 LOS Monitoring survey data and after applying all applicable CMP exemptions. Therefore, the preparation and submission of Deficiency Plans for 2012 is not required. However, there are three ongoing Deficiency Plans from previous years, for which jurisdictions are required to send progress reports:

- | | |
|----------------------------------------------------------------------------|-----------------|
| 1) SR 260 Posey Tube eastbound to
I-880 northbound freeway connection | City of Oakland |
| 2) SR 185 northbound between 46 th and 42 nd Streets | City of Oakland |
| 3) Mowry Avenue | City of Fremont |

A request has been sent to the cities of Fremont and Oakland and the participating jurisdictions of Newark, Alameda and Berkeley to submit their Deficiency Plan progress reports and letters of concurrence by October 1, 2012.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

Attachment A 2012 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

Table 1

2012 CMP CONFORMANCE

Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program			Site Design	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
	Tier 1 - Ordinance Adoption	Tier 1: GPA & NOP Submittals	Tier 2- Land Use Forecasts*			Deficiency Plan Progress Reports and Concurrence	
Jurisdiction							
Alameda County	Yes		Yes	Checklist Complete	Payments thru 4th Qts FY 11/12	N/A	
City of Alameda	Yes		Yes		Yes		
City of Albany	Yes		Yes		Yes	N/A	
City of Berkeley	Yes		Yes		Yes		
City of Dublin	Yes		Yes		Yes	N/A	
City of Emeryville	Yes		Yes		Yes	N/A	
City of Fremont	Yes		Yes		Yes		
City of Hayward	Yes		Yes		Yes	N/A	
City of Livermore	Yes		Yes		Yes	N/A	
City of Newark	Yes		Yes		Yes		
City of Oakland	Yes		Yes		Yes		
City of Piedmont	Yes		Yes		Yes	N/A	
City of Pleasanton	Yes		Yes		Yes	N/A	
City of San Leandro	Yes		Yes		Yes	N/A	
City of Union City	Yes		Yes		Yes	N/A	

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

* This requirement has been met through the CWTP process to provide input on the development of the Sustainable Communities Strategy.

This page intentionally left blank.



Memorandum

DATE: August 21, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
Vivek Bhat, Senior Transportation Engineer

SUBJECT: **Review of California Transportation Commission (CTC) August 2012 Meeting Summary**

Recommendations:

This item is for information only. No action is requested.

Background:

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti, and Carl Guardino.

The August 2012 CTC meeting was held at Sacramento, CA. There are three (3) items on the agenda pertaining to Projects / Programs within Alameda County (Attachment A).

Attachments:

Attachment A: August 2012 CTC Meeting Summary for Alameda County Projects /Programs

August 2012 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Port of Oakland	Trade Corridors Improvement Fund (TCIF) / Outer Harbor Intermodal Terminals (OHIT)	Amend the TCIF Project Baseline Agreement for Project 3, OHIT to expand the scope, split the project into six segments, and update the delivery schedule, cost, and funding plan.	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane (Segment 1).	Approve technical correction to correct the Project ID from 0400020210 to 0400021248	Approved
Alameda CTC	Corridor Mobility Improvement Account (CMIA) Program / I-580 Westbound HOV Lane (Segment 2).	Approve technical correction to correct the Project ID from 0400020211 to 0400021249	Approved

http://www.dot.ca.gov/hq/transprog/ctcbooks/2012/0812/000_Timed.pdf



Memorandum

DATE: August 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
Jacki Taylor, Program Analyst

SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request for City of Hayward TFCA Project 10ALA04, Traffic Signal Controller Upgrade and Signalization**

Recommendations:

It is recommended the Commission approve the City of Hayward's request for a one-year extension to the expenditure deadline from October 28, 2012 to October 28, 2013, TFCA Project 10ALA04, Traffic Signal Controller Upgrade and Signalization.

Summary:

The City of Hayward is requesting a one-year extension to the expenditure deadline for TFCA project 10ALA04. The Air District allows TFCA county program managers to approve up to two one-year extensions per project. This will be the first one-year extension for 10ALA04. A third extension request would require written approval from the Air District.

Background:

The CMA programmed \$614,000 of TFCA funding to the Traffic Signal Controller Upgrade and Signalization project through the 2010/11 TFCA Program. The TFCA funds were programmed for City of Hayward traffic coordination on Tennyson Road, Hesperian Boulevard, and Winton Avenue. Improvements include upgrading existing controllers and closing the gap between the existing signal interconnect system. In the attached extension request letter (Attachment A) the project sponsor credits unforeseen troubleshooting issues with the communication lines and during the installation of the new controllers and video detection systems as the main reason for the delay in project implementation.

An approval of this request would extend the expenditure deadline for 10ALA04 from October 28, 2012 to October 28, 2013. TFCA program managers are allowed to approve up to two one-year extensions per project. This is the first extension request for 10ALA04. A third extension request would require written approval from the Air District.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – Alameda CTC Extension Request Letter for TFCA Project 10ALA04



CITY OF
HAYWARD
HEART OF THE BAY

August 10, 2012

Mr. Matthew Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway Street, Suite 220
Oakland, CA 94612

Subject: Request for a 12-month extension to the Expenditure Deadline for TFCA Project Number 10-ALA04
– Traffic Signal Controller Upgrade and Synchronization

Dear Mr. Todd,

The City of Hayward is requesting a 12-month extension to the expenditure deadline be granted from October 28, 2012 to October 28, 2013 for TFCA project number 10-ALA04, the Traffic Signal Controller Upgrade and Synchronization Project. This project is funded by \$614,000 in TFCA funds and \$38,000 in the City's Transportation System Improvement Funds. The City's Transportation System Improvement funds rollover, and will therefore be unaffected by an extension of the TFCA funds.

The project is currently 70% complete. The project delay was due to unforeseen troubleshooting issues in the field with communications lines and during the installation of the new controllers and video detection systems.

The table below shows a project schedule with current and remaining milestones.

Milestone	Current Due Date	Status/ Revised Due Date
Project Start	December 2010	Completed
Complete PS&E	June 2011	Completed
Begin construction on communications systems	June 2011	Completed
Install video detection systems	December 2011	Completed
Install signal controllers	December 2011	September 2012
Complete communications work	December 2011	December 2012
Implement signal timing and conduct monitoring	February 2012	February 2013
Project completion	March 2012	March 2013
Final Report and monitoring requirements	March 2014	March 2015

Should you have any questions regarding this extension request, please do not hesitate to contact me at (510) 583-4762 or Yaw.Owusu@hayward-ca.gov.

Sincerely,

Yaw Owusu
Assistant City Engineer

DEPARTMENT OF PUBLIC WORKS
ENGINEERING & TRANSPORTATION

777 B STREET, HAYWARD, CA 94541-5007
TEL: 510/583-4730 • FAX: 510/583-3620 • TDD: 510/247-3340

This page intentionally left blank.



Memorandum

DATE: August 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
Jacki Taylor, Program Analyst

SUBJECT: **Approval of TFCA Program Expenditure Deadline Extension Request for Alameda CTC TFCA Projects 08ALA01 and 09ALA01, Webster Street Corridor Enhancements**

Recommendations:

It is recommended the Commission: 1) Approve a one-year extension to the expenditure deadline from December 22, 2012 to December 22, 2013 for the Alameda CTC's Webster St. Corridor Enhancements project, TFCA project numbers 08ALA01 and 09ALA01, and 2) Authorize the Executive Director, or designee to execute an amendment to the existing funding agreement with the Air District to reflect the extension.

Summary:

It is requested that the expenditure deadline for TFCA projects 08ALA01 and 09ALA01 be extended one year. The Air District allows TFCA county program managers to approve up to two one-year extensions for a project. This will be the second one-year extension for TFCA project 09ALA01 and the third for 08ALA01. If approved, the third extension request for 08ALA01 will also require written approval from the Air District.

Background:

The ACCMA programmed \$420,000 and \$400,000 of TFCA funding to the Webster St. Corridor Enhancements project through the 2008/09 and 2009/10 TFCA Programs, respectively. The project will implement a SMART Corridor along the Webster Corridor which connects the City of Alameda to I-880 and the City of Oakland. The project to improve safety and operations of transit and vehicular modes; enhance mobility and safety and includes the installation of Emergency Vehicle Preemption (EVP), Transit Signal Priority (TSP) and Advanced Traveler Information System (ATIS) systems.

As described in the attached extension request letter, the federal funding added to the project funding package required additional steps to be completed such as obtaining NEPA environmental clearance. Additional public outreach in the City of Alameda prior to contract

advertisement, also added time to the project schedule. A public meeting was held in June 2012 and the contract is scheduled to be awarded in September 2012. Construction is scheduled to commence October 2012 and end March 2013.

An approval of this request would extend the expenditure deadlines for both 08ALA01 and 09ALA01 from December 22, 2012 to December 22, 2013. TFCA program managers are allowed to approve up to two one-year extensions for a project. This is the second extension request for project number 09ALA01 and third extension request for 08ALA01. Per the Air District TFCA Policies, the extension for project 08ALA01 will also require the Air District's written approval as well as an amendment to TFCA funding agreement 08-ALA between the Air District and Alameda CTC. The recommendation includes authorization for the Executive Director, or a designee of the Executive Director, to execute the amendment.

Next Steps:

Upon Alameda CTC approval, an extension request for 08ALA01 will be submitted to the Air District for approval and the amending of the TFCA funding agreement.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A: Alameda CTC Extension Request Letter for TFCA Projects 08ALA01 and 09ALA01



August 22, 2012

Mr. Matthew Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

**RE: Request for a 12-month extension to the Expenditure Deadline for TFCA
Project Number 08ALA01 and 09ALA01 - Webster Street Corridor
Enhancement Project**

Dear Mr. Todd;

A 12-month extension to the TFCA expenditure deadline, from December 22, 2012 to December 22, 2013, is requested for the \$820,000 of TFCA funding programmed to the Webster Street Corridor Enhancement Project, under TFCA project numbers 08ALA01 and 09ALA01. This is the second extension request for 09ALA01 and the third for 08ALA01. It is understood that because this is the third extension request for 08ALA01, an extension will also require written approval from the Air District.

Project Information and Status:

The scope of the project is to implement an Intelligent Transportation System (ITS) or SMART Corridor to improve safety and operations of transit and vehicular modes; enhance mobility and safety in this vital corridor which connects the City of Alameda to I-880 and the City of Oakland. The project includes implementation of an Emergency Vehicle Preemption (EVP) system to improve emergency response time for police and fire departments, implementation of a Transit Signal Priority (TSP) system to promote transit use and implementation of an Advanced Traveler Information System (ATIS) to inform public of the street, freeway and tunnel conditions in real-time.

Reason for Project Delay:

The introduction of federal funds to this project added additional steps to approve the project at the federal level, including obtaining the National Environmental Protection Act (NEPA) approval of the environmental document which required additional studies to meet the NEPA requirements. The federal process added almost a year to the project schedule. NEPA approval was received in March 2011 and the federal Earmark funds were authorized in September 2011. Additionally, the citizens of Alameda requested a

public meeting to discuss the project and hence the City of Alameda requested that the public meeting be held before advertisement of the construction contract. Subsequent to the public meeting in June 2012, the City of Alameda Transportation Committee passed a motion to approve advertisement of the construction contract on June 27th, which cleared the way to advertise the contract for construction.

Revised Schedule:

Contract Award: September 2012

Construction Start: October 2012

Construction End/ Project Closeout: March 2013

Should you require further details or have any questions, please contact me at 510-208-7414.



John Hemiup
Project Manager

Cc: Jacki Taylor, Alameda CTC
Raj Murthy, Alameda CTC



Memorandum

DATE: August 28, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs
Beth Walukas, Deputy Director of Planning
Matt Todd, Manager of Programming

SUBJECT: **Review of Metropolitan Transportation Commission (MTC) Resolution 4035 and One Bay Area Grant Program (OBAG) Implementation in Alameda County**

Recommendation

ACTAC is requested to review Alameda County's proposed policy recommendations for implementation of the Metropolitan Transportation Commission (MTC) One Bay Area Grant (OBAG) program included in MTC Resolution 4035 (Attachment A).

Summary

Resolution 4035, approved by MTC on May 17, 2012, provides guidance for the programming and allocation of the Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for the next four fiscal years (FY 2012-13 through FY 2015-16). Resolution 4035 also includes specific policy objectives and implementation requirements that Bay Area congestion management agencies must meet as a condition for the receipt of OBAG funds. The purpose of this memorandum is to provide a brief overview of the OBAG Program and Alameda CTC's proposed approach to meet the OBAG Program requirements.

This memorandum provides an overview of the following:

- Federal Cycle 2 and OBAG program
- Complete Streets and Priority Development Area (PDA) Investment and Growth Strategy requirements and how they are being addressed in Alameda County
- Programming and project selection considerations
- Outreach activities and overall implementation schedule
- Policy recommendations for OBAG implementation

Discussion

The OBAG program is the region's newest approach to distribute federal STP/CMAQ funds to Bay Area congestion management agencies to better integrate the region's federal transportation program with the state's climate change legislation (2008 Senate Bill 375) and with the development of a Sustainable Community Strategy (SCS). Through the implementation of the

OBAG Program, it is the region's goal to encourage counties to develop and implement land use and housing policies that support the production of housing with supportive transportation investments. To accomplish this goal, MTC and Association of Bay Area Governments (ABAG) developed the OBAG program framework to financially support and reward jurisdictions that help in fulfilling the state's mandates as well as other policies established in the on-going development of the Regional Transportation Plan (RTP).

Overview of the Federal Cycle 2 STP/CMAQ Funding and One Bay Area Grant Program

MTC's Resolution 4035 provides guidance on the policy and programming for the Federal Cycle 2 funding. The OBAG program is a major component funded by the Federal Cycle 2 program to link transportation and land use to support the implementation of the Sustainable Communities Strategy. The funding amounts may change based upon the outcomes of the adopted federal surface transportation act, MAP-21, which was signed into law in July 2012.

Federal Cycle 2 STP/CMAQ Funding Summary

Below is a brief overview of the current Federal Cycle 2 and OBAG fund estimates.

- Estimated total available Federal Cycle 2 fund for the entire Bay Area: \$795 million
- Funds are split as follows:
 - 60 percent (or \$475 million) allocated to the Regional Program to be administered by MTC
 - 40 percent (or \$320 million) allocated to OBAG Program for the nine Bay Area counties
- Alameda County's estimated share of the OBAG funding is \$63 million spread over four fiscal years (FY 2012-13 through FY 2015-16).
- Safe Routes to Schools remains a regional program with direct county distributions, including \$4.3 million for Alameda County.
- The program is flexible and can be used on the following types of investments:
 - Local streets and roads preservation on the Metropolitan Transportation System (MTS) roadway network
 - Bike/pedestrian investments
 - Transportation for Livable Communities
 - Safe Routes to Schools
 - Priority Conservation Areas
 - CMA planning
- In large counties, such as Alameda County, 70 percent of the OBAG funding must be programmed to transportation projects that support PDAs and 30 percent of the OBAG funds may be programmed for transportation projects anywhere else in the county.

One Bay Area Grant Policy Framework and Requirements

The following highlights the general policy framework of OBAG and key requirements:

- Use transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process to support the Sustainable Communities Strategy.
- Target transportation investments in Priority Development Areas (PDAs).
- Select transportation projects for OBAG funding based on an approved PDA Investment and Growth Strategy to be developed and adopted by the Alameda CTC.

- Require the adoption of a Complete Streets policy resolution at the local level
- Require OBAG funding recipients to have adopted RHNA Compliant General Plans. A jurisdiction is required to have its general plan housing element adopted and certified by the state prior to January 31, 2013.
- Expand the Priority Conservation Area (PCA) eligibility to all counties, with priority for North Bay Counties (Marin, Napa, Solano and Sonoma), allowing all areas to compete for PCA funding.
- Require public outreach and involvement processes to provide input and share information about how OBAG funds are programmed.

Alameda County Transportation Commission's Proposal to Meet OBAG Requirements

There are two major requirements that must be met for local jurisdictions to be eligible to receive federal funds through the OBAG Program:

1. Adoption of Complete Streets Resolutions by January 31, 2013
2. Development of a Priority Development Area Investment and Growth Strategy by May 1, 2013

Complete Streets Requirements

To receive funding from the OBAG program, by January 31, 2013, a jurisdiction is required to have either updated its General Plan to comply with the California Complete Streets Act of 2008 or adopted a Complete Streets Resolution that incorporates specific complete streets elements. MTC guidance for Complete Streets is described in Attachment B. The goal of this requirement is to ensure that, wherever possible, all transportation improvements will be planned, designed, constructed, operated, and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling, and transit use, while promoting safe and accessible operations for all users. Under a separate agenda item, Item 5B, ACTAC and the Commission will be requested to review and provide feedback on a draft Alameda County resolution for jurisdictions to adopt to meet the OBAG requirement.

Considerations for Complete Streets Next Steps: Beyond meeting the requirements of the OBAG Program, and based on the feedback heard at the workshop that the Alameda CTC sponsored on June 19, 2012, Alameda CTC may consider the following activities to effectively move forward with Complete Streets development and implementation in Alameda County. Implementation will depend on funding availability, which will be determined over the next few months, including OBAG and other funding sources. These items will require further refinement with input from stakeholders, through existing Alameda CTC committees, such as ACTAC, PAPCO, and BPAC. Additional detail on each of these areas of consideration is included in Attachment C.

Local assistance:

- Provide technical assistance and training to local jurisdictions to develop, adopt, and implement local complete streets policies.
- Promote information sharing on Complete Streets between local jurisdictions via regular forums, such as ACTAC and the Pedestrian Bicycle Working Group meetings.

- Provide tools and resources to assist local jurisdictions with educating the public and elected officials on Complete Streets.
- Support local jurisdictions in monitoring and assessing how they are meeting Complete Streets goals by taking on or continuing data collection-related roles.
- Provide support to local jurisdictions in complying with the California Complete Streets Act; for instance, by providing forums to clarify the state requirement.

Alameda CTC internal actions:

- Adopt an internal (Alameda CTC) Complete Streets policy, which would address the programming of funds and, where applicable, project implementation.
- Provide education for Alameda CTC Commissioners on Complete Streets through periodic presentations at Committee and Commission meetings. This will support increasing the knowledge and common approach to Complete Streets at the local level, as the Commissioners bring their knowledge back to their communities.
- Develop Alameda CTC Complete Streets policy guidelines.

Monitoring:

- Monitor local adoption of Complete Streets policy resolutions through January 2013.
- Monitor local updates of General Plans to incorporate Complete Streets, per state law and the MTC requirement, through 2015.
- Set up a method for monitoring implementation of Complete Streets at the county level.

Priority Development Area Investment and Growth Strategy Requirements

The OBAG program requires that by May 1, 2013, the Alameda CTC must prepare and adopt a PDA Investment and Growth Strategy to guide the selection of transportation projects to be funded with OBAG funds. The initial details of the required activities for the development of the PDA Investment and Growth Strategy are included as Attachment D. However, the exact roles and responsibilities of the Bay Area CMAs and the regional agencies (MTC and ABAG) for the development of the PDA Investment and Growth Strategy are still being identified.

To comply with the new regional policy requirements for federal funding through the OBAG Program, Alameda CTC is required to expand its traditional planning and programming practices and utilize new factors to prioritize transportation projects to be eligible to receive OBAG funding. The development and periodic updating of the PDA Investment and Growth Strategy will provide critical information to help determine how to program 70 percent of the OBAG funding to transportation projects that encourage land use development in PDAs. Historically, allocation of the federal funds has been prioritized for maintenance and rehabilitation projects.

To develop a meaningful and effective PDA Investment and Growth Strategy to guide transportation investments that are supportive of PDAs, staff proposes that the Alameda CTC undertake the following planning activities:

- Engage local planners, public works staff, and policy makers to provide information regarding the concept of a typical PDA, its normal development process (from planning to construction), and factors that affect the development of a PDA.

- Engage local planners to assess the development status, costs, and funding of each of the 43 approved PDAs in Alameda County.
- Develop a PDA Strategic Plan to document the process for prioritizing projects for OBAG funding.

Alameda County Population, Housing and PDA and Priority Conservation Areas: By 2040, Alameda County is projected to have a population of approximately 1.9 million people and is expected to increase from approximately 580,000 housing units in 2010 to approximately 730,000 housing units in 2040 (a 25-30 percent increase) and from approximately 695,000 jobs in 2010 to 950,000 jobs in 2040 (a 36 percent increase). Currently, there are 43 PDAs in Alameda County approved by ABAG. These 43 Alameda County PDAs have been self-nominated by local jurisdictions as appropriate areas for development and meet three criteria: located in existing communities, located near transit, and planned for more housing. Originally, PDAs focused on housing production but were later expanded to include jobs, a critical element in the success of PDA development.

According to the regional *Jobs-Housing Connection Strategy*, these 43 PDAs are expected to accommodate approximately 75-80 percent of the growth in housing units and 65-70 percent of the jobs. Over two-thirds of the PDAs are located in the north and central areas of the county, which together are expected to accommodate just under half the growth in housing units and in jobs (approximately 45 percent). The south and east areas of the county are projected to accommodate approximately 30 percent of the growth in housing and 20 percent of the growth in jobs. The remaining housing growth (approximately 26 percent) and growth in jobs (approximately 34 percent) is projected to occur in non-PDA areas. In addition, there are 17 PCAs that have also been approved by ABAG, of which 8 are located in North County.

PDA Development Factors: PDAs are developed and implemented over a long time horizon and can take from 10 to 30 years to be fully developed due to the timeframes required for general plans and zoning designation updates, and/or the demand for housing, either rentals or ownership, takes time to mature. PDAs are expected to develop incrementally, building by building, as the market allows and funding is available. A successful PDA is expected to include adequate housing for all income levels, access to jobs and multi-modal transportation infrastructure, and it also must provide other public services, such as police, fire, schools, utilities, and other infrastructure upgrades, which are funded through other non-OBAG funding sources. Due to the economic downturn in 2008 and the loss of redevelopment funds, local jurisdictions are facing challenges in providing these basic services.

An additional factor to the success of PDAs is that their development primarily relies on infill development opportunities, which can be complex. Although every land-use development project is complicated, infill development has its own set of challenges including:

- More expensive product type
- Need for higher than currently zoned height limits
- Small and/or narrow parcels
- Difficult to redevelop existing uses

- Lack of community support, particularly in existing neighborhoods primarily composed of single-family dwelling units

As a result of these challenges, it can be more difficult to attract financing.

For developers, any development and particularly infill development will need to meet certain litmus tests. Before proposing on a project, a developer will evaluate market support, city support, community support, and financial return. They will ask if zoning is in place, if the proposed development fits with the surrounding uses, if there is sufficient water and sewer capacity or an agreement for future capacity, and/or if entitlements are difficult to get. They will want information on the feasibility of the market including demographics (e.g., basic demand trends, current and projected population and age, employment levels), median household income, number and type of jobs, new housing values/home re-sale values, apartment rental rates, and permit activity.

PDA Strategic Plan: The commitment required to develop PDAs is long term compared to the short term, 4-year funding cycle for the current OBAG program, and demonstrates the need for a PDA Strategic Plan in Alameda County that shows how the 43 PDAs in Alameda County can be expected to be supported over the next 28 years, the timeframe of the Countywide Transportation Plan and the Regional Transportation Plan. To develop an Alameda County PDA Strategic Plan, staff is working with local jurisdictions to create an inventory of PDAs in Alameda County, assess PDA readiness to receive funding based on the type of planning that has been done and the policies in place, determine the strength of the housing market and the status of housing and jobs development, and determine transportation project readiness. A draft inventory is expected to be available by September 20, 2012, and staff will present data at the September committee meetings as it becomes available. The draft inventory will be used to develop a draft Strategic Plan in October 2012, concurrent with the programming guidelines being developed and which are discussed in the next section.

While this discussion focuses primarily on PDAs, Alameda County's 17 PCAs are also important because there is \$5 million of non-OBAG regionally competitive funding for these areas that promote open space, conservation, and habitat protection. Examples of projects eligible for this funding are still being determined, but could include planning, land/easement acquisition, farm-to-market capital projects, and open space access projects. An inventory of Alameda County's PCAs is also being conducted, but it is not yet available and will be presented to the Commission later in the fall.

Programming Considerations for Establishing Funding Priorities

MTC has requested an OBAG program recommendation by June 30, 2013, that demonstrates that OBAG program requirements have been met in the allocation of funding to local transportation priorities. The Alameda CTC has been provided with a programming target of \$63 million in STP and CMAQ funds over the next 4 years.

OBAG Funding Eligibility Constraints

Even though this \$63 million constitutes less than 1 percent of the total amount of funding that Alameda County is projected to receive over the next 28 years (assuming Measure B1 passes in

November), it is overly subjected to a number of requirements that the Alameda CTC and local jurisdictions must meet to receive this federal funding. In addition, the programming of these federal funds will be further constrained to only a mix of transportation projects that conform to the eligibility requirements of the approximately \$36 million of CMAQ and \$27 million of STP (including \$4 million of Transportation Enhancement (TE)/Transportation Alternatives under MAP-21) available to program. Furthermore, selected projects will be required to meet federal obligation deadlines no later than FY 15-16 (i.e., be ready to submit request for fund obligation to Caltrans in by January 2016). In addition, certain types of transportation projects are eligible for the OBAG federal fund sources, CMAQ and STP. Eligible types of projects include:

- Capital pedestrian projects/improvements
- Capital bicycle projects/improvements
- Safe Routes to Schools education and outreach
- Transportation Demand and Traffic Management
- Outreach, rideshare, and telecommuting programs
- Signal improvements
- Transit capital and transit expansion
- Experimental pilot programs
- Alternative fuel projects
- Road rehabilitation (road rehabilitation is not eligible for CMAQ funding)

Grant size requirements: OBAG project selection is constrained by minimum grant size requirements. Selected projects must be a minimum of \$500,000, or no less than \$100,000 for any project, provided the overall average of all grants meets the \$500,000 minimum threshold.

OBAG-specific evaluation criteria: In addition to the above constraints, specific funding priorities must place emphasis on the following OBAG project selection criteria:

- Projects located in “high impact” project areas: Key factors defining high-impact areas include:
 - Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - Jobs in proximity to housing and transit (both current levels and those included in the SCS)
 - Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - Consistency with regional TLC design guidelines or design that encourages multi-modal access:
 - http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - Project areas with parking management and pricing policies
- Projects located in Communities of Concern (COC) – favorably consider projects located in a COC (see: <http://geocommons.com/maps/110983>).

- PDAs with affordable housing preservation and creation strategies – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies.
- PDAs that overlap with Air District Communities Air Risk Evaluation (CARE) communities and/or are in proximity to freight transport infrastructure – favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Alameda CTC Considerations for Programming OBAG Funds

In determining the project selection criteria for this funding cycle, all of the above requirements need to be included as well as some traditional criteria that have been used in past funding cycles. Project selection criteria that could be used in this OBAG funding cycle include: transportation need and project readiness; proximate access/PDA supportiveness; the role of funding exchanges; equity; and maximizing funding sources, as follows.

- *Transportation need and project readiness:* Based on the PDA Strategic Plan, PDAs that may be ready to receive transportation funding and PDAs that need planning support will be identified. For PDAs that are ready to receive funding, transportation projects that are needed and are ready to be under construction by January 1, 2017 will be identified. These transportation projects must be in PDAs or provide proximate access to a PDA. For projects beyond 2018 that would be addressed in future funding cycles, the need for planning support may be identified. The analysis of PDAs that are ready to receive funding and which need support will be included in the PDA Strategic Plan. Individual projects proposed for OBAG funding will need to meet all the OBAG minimum requirements and provide information that demonstrates support for the PDA, including the nexus of how the project will leverage the advancement of PDA development. All projects proposed for OBAG funding will also still be required to provide traditional project information such as project benefit, current status of project, delivery schedule, funding plan, and work completed to date as part of the evaluation process.
- *Proximate Access/PDA Supportive Projects:* Per the MTC OBAG policy, 70 percent of the OBAG funds are required to be programmed to projects that are physically in a PDA identified area or provide proximate access to a PDA. For any project not physically located in a PDA boundary, the Alameda CTC will be required to map proposed projects and provide policy justification for how the project provides the proximate access to a PDA. This process is required to be included in a publicly reviewed programming process. For a project to be considered PDA supportive, the project will need to be physically located within the boundaries of a PDA or provide a justification of how the proposed transportation improvement will facilitate travel to or from a PDA or between the PDA and a job center or other important community services or areas.
- *Role of funding exchanges:* In the past, exchanges have been used to fund large projects with a more restrictive funding source, allowing for the funding of multiple smaller projects with a local fund source. The OBAG program has many characteristics that make

it a good fit for an exchange scenario, which is being considered as part of the programming approach. CMAQ funding makes up the majority of the OBAG programming capacity. CMAQ also has more restrictive eligibility requirements than the STP funds that are also available through the OBAG program. If an exchange candidate is identified that is eligible to expend the federal funds within the required schedule, the final program of projects could benefit with more flexibility in the types of projects selected for the OBAG program. This is based on the assumption that OBAG requirements would still need to be met for the exchanged funds (i.e., 70 percent of the programmed funds supporting PDAs and a program selected by June 30, 2013).

- *Equity*: Equity is also an issue that needs to be addressed. There are metrics such as population that are often used, by county, planning area, or local jurisdiction. Equity can be measured over a period of time or funding cycles to provide more flexibility when dealing with larger projects or in other ways, such as pavement condition for local streets and roads funding, and vehicles registered by planning area. Equity measured over all the fund sources that the Alameda CTC is responsible to program would provide flexibility to fund a wide variety of projects and transportation needs in Alameda County.
- *Maximizing fund sources*: Other fund sources could also be considered in Alameda CTC's approach to selecting projects for the OBAG program. When considering other fund sources that could complement the OBAG program, Alameda CTC should also consider the timing, eligibility, and best use of each individual fund source, in a comprehensive manner. Policies for consideration include:
 - Certain fund types for matching purposes
 - Certain fund types for specific project categories/types
 - Certain fund types for the preliminary phases of projects (environmental or design)
 - A package of projects that provides a balance of project development and capital phases to advance the ready to be constructed projects as well as creating a shelf of projects that will be ready for future cycles of capital funding

Other fund sources that Alameda CTC is also responsible for programming include:

- Measure B funds (about \$60 million per year in programmatic funds)
- Vehicle Registration Fee (VRF, about \$11 million per year)
- State Transportation Improvement Program (STIP, about \$30 million in the 2012 STIP over a 2-year period)
- Transportation Fund for Clean Air (TFCA, about \$2 million per year)

Defining a Program of Projects and Establishing Programming Guidelines

Applying the overall programming target of \$63 million to the region's new policy requirements and approach to the programming of federal transportation fund to promote the development of PDAs and focused development, it is proposed that the Alameda CTC develop programming guidelines to program the OBAG funds to the following categories: Planning/Programming Support, Local Streets and Roads, PDA Supportive Transportation Investments, and Safe Routes

to School (SR2S). The limitations of the eligibility of STP and CMAQ and the status of the development of the PDAs will play a role in the amount of funds available for each program category (the identification of an exchange could provide flexibility in defining funding for each program category).

- *Planning/Programming*: Consider the ongoing planning and programming functions provided by the Alameda CTC to maintain compliance with MTC mandated requirements (e.g., RTP, CMP, countywide travel demand model, Lifeline, fund programming). Other planning needs that emerge from the PDA Investment and Growth Strategy and PDA Strategic Plan and/or programs to provide PDA technical assistance to local agencies should also be considered. These efforts will need to be funded with STP funds because they are not eligible for CMAQ funds. This programming can be split between the 70/30 percent PDA and non-PDA categories on a similar percentage. The identification of an exchange, as described above, could provide flexibility in funding this program category.
- *Local Streets and Roads (LSR)*: These projects are not eligible for CMAQ funding. Projects may be included in the PDA Supportive category based on the location of the project. LSR funds have been programmed by a formula in the past (last cycles formula included Population/Road Miles/PCI/Shortfall each weighted 25 percent). Exchanges in the LSR program have been used in the past to allow smaller jurisdictions to implement projects with non-federal funds.
- *PDA Supportive Transportation Investment (non-LSR)*: Based on the expected needs of the Planning/Programming and LSR categories, it is expected that the projects in this category will need to be CMAQ eligible. This category could include PDA supportive bicycle, pedestrian, and transit capital improvement projects. The identification of an exchange could provide flexibility in funding projects for this program category.
- *Safe Routes to School (SR2S)*: MTC has identified about \$4.3 million for SR2S efforts over a 4-year period over and above the OBAG funds. The level of effort required to continue the SR2S program in Alameda will need to be evaluated. If additional resources are required, OBAG funds are eligible to supplement the already identified funding for this project. The current Alameda Countywide SR2S program has an annual budget of about \$1.2 million.
- *Priority Conservation Areas (PCA)*: This is a \$10 million program that is regionally competitive. Alameda County projects can compete for up to \$5 million (\$5 million is dedicated to the North Bay counties). Eligible projects include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts, and private foundations to leverage outside funds, particularly for land acquisition and open space access. A 3:1 match is required for all projects outside of the North Bay Counties. Alameda CTC will need to determine an approach for PCAs, including working with partner agencies, such as the East Bay Regional Park District, to apply for funds through the regional program.

Alameda CTC OBAG Implementation Schedule and Outreach Activities

The following summarizes a month-by-month schedule for the Alameda CTC implementation and outreach activities for the OBAG program. The detailed implementation and outreach schedule is included as Attachment E.

Table 1: Alameda CTC OBAG Implementation Schedule

Date	OBAG Items to Alameda CTC Board and Committees
September 2012	<ul style="list-style-type: none"> • Overall OBAG approach, policy discussion, and feedback from Commission and Committees • Complete Streets draft policy
October 2012	<ul style="list-style-type: none"> • Initial Draft OBAG Program Guidelines • Draft PDA Strategic Plan • Final Complete Streets Policy
November/December 2012	<ul style="list-style-type: none"> • Draft OBAG Program guidelines and project and program selection criteria and process • Draft Final PDA Strategic Plan
December 2012/January 2013	<ul style="list-style-type: none"> • Final OBAG Program adoption including guidelines and project and program selection criteria and process
January 2013	<ul style="list-style-type: none"> • PDA Growth and Investment Strategy update • Report on Complete Streets Policy approvals by jurisdictions • Update on programming
February 2013	<ul style="list-style-type: none"> • Initial Draft PDA Growth and Investment Strategy Draft • Update on programming
March 2013	<ul style="list-style-type: none"> • Final Draft PDA Growth and Investment Strategy to Commission • Update on programming
April 2013	<ul style="list-style-type: none"> • Final PDA Growth and Investment Strategy Adoption by Alameda CTC and submission to MTC • Draft OBAG programming recommendation
May/June 2013	<ul style="list-style-type: none"> • Final Commission approval of OBAG programming and submission to MTC

Alameda CTC Public Outreach Activities for OBAG: The Alameda CTC will conduct the following outreach activities during the development of the Alameda County OBAG Program. These outreach activities are consistent with the requirements of Resolution 4035.

- Social media coverage of outreach: Facebook and Twitter
- Presentation of OBAG efforts to Alameda CTC public meetings:
 - Alameda CTC Commission and standing committees:
 - Policy, Planning and Legislation Committee
 - Projects and Programming Committee
 - Alameda CTC Advisory Committees:
 - Alameda County Technical Advisory Committee

- Bicycle and Pedestrian Advisory Committee
- Citizens Advisory Committee
- Citizens Watchdog Committee
- Paratransit Advisory and Planning Committee
- Paratransit Technical Advisory Committee
- Publication of OBAG efforts on Alameda CTC website
- Publication of OBAG efforts in Executive Director's Report
- Publication of OBAG efforts in E-newsletter publications
- Distribution of OBAG fact sheet at Alameda CTC table at public events (pursuant to existing outreach calendar)
- Outreach to Alameda CTC Community and Technical Advisory Groups involved in the development of the Countywide and Transportation Expenditure Plans
- Outreach to contacts made through the Countywide and Transportation Expenditure Plan processes
- Press releases at key milestones to inform media of Alameda County OBAG implementation activities

Alameda CTC Policy Considerations

This section addresses policy recommendations for consideration in addressing OBAG implementation and programming of funds for Cycle 2. The six areas for consideration are listed below, and staff requests feedback from the Commission:

- *Housing Policies:* SB 375 specifically requires, amongst many things, that a Sustainable Communities Strategy (SCS) identifies areas within the region sufficient to house all the region's population, including all economic segments, and sets forth a forecasted development pattern that, when integrated with the transportation network, will reduce greenhouse gas (GHG) emissions to achieve the adopted GHG emission reduction goals. In addition, SB 375 states that an SCS shall not supersede the exercise of the land-use authority of cities and counties within the region.

Balancing state, regional, and local regulatory authority is essential to ensure that jurisdictions develop in a manner consistent with the unique attributes of each community while also meeting state law and regional requirements. As part of the OBAG program, via the PDA Investment and Growth Strategy, there are two timelines for addressing housing policies:

- The first requires by May 1, 2013, that Alameda CTC review the progress of local jurisdiction implementation of housing elements and identify housing policies that encourage affordable housing production and/or community stabilization.
- The second requires that beginning in 2014, PDA Investment and Growth Strategies must assess performance in housing production for all income levels, and that locally crafted policies should be targeted to the specific circumstances of each PDA. CMAs are expected to assist local agencies in implementing local policy changes to facilitate achieving housing goals and to recommend policy changes where applicable.

Given the required timelines for acquiring information about housing policies and assessing their performance, as well as recognizing that there is not a “one size fits all” policy that will support all the varied PDAs throughout Alameda County (since all jurisdictions will develop in different ways and have different housing needs), staff recommends that the Commission honor the development of housing policies at the local jurisdictional level. Staff recommends that Alameda CTC’s role should be to assist in the development of a countywide assessment to address how all the individual policies interact with one another from a countywide perspective in supporting the implementation of the SCS.

- *Jobs and Proximity to PDAs:* In Alameda County, as of spring 2012, 9.7 percent of the labor force—or 75,200 people—were unemployed. The annual average unemployment rate in Alameda County in 2008 before the real estate market crash was 6.2 percent, or 46,700 people. Due to the economic recession, Alameda County has lost an estimated 28,500 jobs. Transportation investments are strongly linked to job creation by either creating new jobs, sustaining existing ones, or expanding access and services for workers to more efficiently get to existing jobs. ABAG’s *Jobs-Housing Connection Strategy (May 2012)* identifies that Alameda County will experience employment growth of over 250,000 jobs through 2040. Of those, it is expected that approximately 69 percent of the new job growth will be located in PDAs; however, of the total jobs in Alameda County during that period, ABAG’s reports shows that only 51 percent will be located in PDAs.

OBAG requires that 70 percent of its funding allocation to large counties, like Alameda County, must be spent in PDAs. OBAG allows counties to spend a portion of the 70 percent funds outside PDAs if the expenditures provide proximate access to a PDA, and the county has developed and adopted a policy rationale for determining proximate access. In Alameda County, not all major job centers are located in PDAs. Staff recommends that transportation investments supporting access to jobs serve as a key determinant in defining proximate access to PDAs.

- *Technical Assistance Programs:* SB 375 requires significant changes to the development of the general plan housing elements. In addition, OBAG requires that 70 percent of the funds be allocated in PDAs to support more investments in PDAs to connect transportation and housing. The work that local jurisdictions must do to support these policy changes is significant for both the short-term efforts of this OBAG funding cycle, as well as the long-term requirements of both SB 375 and OBAG. Based upon feedback from Alameda County jurisdictions, there is strong support for a simple and readily accessible method to acquire technical and financial support for PDA development in both current and long-term horizons, including potentially funding staff for local jurisdictions to perform the required steps to develop PDAs. Staff recommends the development of Technical Assistance Programs and/or local jurisdiction staff augmentation to support PDA development, particularly in light of the loss of staff at local jurisdictions, and that Alameda CTC seek additional funding through the regional programs to support this effort.

- *Funding Flexibility and Programming Guidelines:* The Alameda CTC will develop programming guidelines for implementation of the OBAG program in Alameda County. Initial draft program guidelines will come before the Commission in October and final guidelines are expected to be adopted in December 2012 or January 2013. Staff recommends that four elements be considered as the major funding categories under this OBAG funding cycle and include the following:
 - Planning and Programming Support: Support Alameda CTC planning and technical assistance programs, as described previously.
 - Local Streets and Roads: Support local streets and roads as a specific category, recognizing its importance as a backbone to the transportation system that supports transit, bicycle, pedestrian, freight, and emergency services. Complete Streets policies described earlier in this memo apply to this funding category.
 - PDA Supportive Transportation Investments: Support investments in PDAs that enhance bicycle, pedestrian, local streets and roads, transit, and transit oriented development.
 - Safe Routes to School (SR2S): Provide the matching funds and potentially augment these funds to expand the SR2S program in Alameda County, including the technical, educational, and capital categories of the current program.
- *Applicability of PDA Policy Decisions to Other Funding Sources:* Program guidelines for OBAG will come to the Commission for consideration in both October and November/December. During that time, the TEP will be voted on and could potentially expand the funding opportunities for projects in PDAs. Staff recommends, where applicable, integrating the policies and programming guidelines for PDAs with the current sales tax measure's Transit Center Development Funds and 2012 Transportation Expenditure Plan to support investments identified through the PDA Investment and Growth Strategy and the PDA Strategic Plan.

Fiscal Impact

Approximately \$63 million will be available for Alameda County through the OBAG program. Alameda CTC is also eligible for funding from some of the regional programs that are part of the Cycle 2 programming approved under MTC Resolution 4035.

Attachments:

Attachment A: MTC Resolution 4035

Attachment B: MTC Complete Streets Guidance

Attachment C: Complete Streets Implementation Considerations for Alameda County

Attachment D: PDA Investment and Growth Strategy Requirements, Resolution 4035,
Appendix A-6

Attachment E: Alameda CTC OBAG Implementation and Outreach Schedule

ABSTRACT

Resolution No. 4035

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A – Project Selection Policies
- Attachment B-1 – Regional Program Project List
- Attachment B-2 – OneBayArea Grant (OBAG) Project List

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012.

Date: May 17, 2012

W.I.: 1512

Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16:
Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

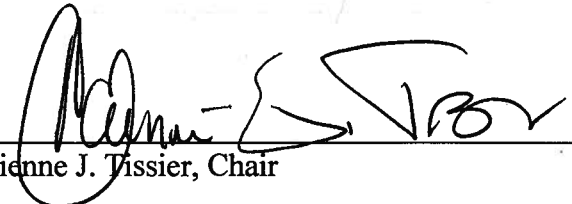
RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Cycle 2 Program Project Selection Criteria and Programming Policy

**For
FY 2012-13, FY 2013-14,
FY 2014-15 and FY 2015-16**

Cycle 2 Program Policy and Programming

Table of Contents

BACKGROUND.....	1
CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE	1
NEW FUNDING APPROACH FOR CYCLE 2—THE ONE BAY AREA GRANT	2
CYCLE 2 GENERAL PROGRAMMING POLICIES	3
REGIONAL PROGRAMS	8
ONEBAYAREA GRANT PROGRAMMING POLICIES.....	11
CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE	14
PROGRAM SCHEDULE	18

Appendices

Appendix A-1	Cycle 2 Regional and County Programs
Appendix A-2	Cycle 2 Planning Activities
Appendix A-3	Safe Routes to School County Fund Distribution
Appendix A-4	OBAG County Fund Distribution
Appendix A-5	OBAG Call for Projects Guidance
Appendix A-6	PDA Investment and Growth Strategy

BACKGROUND

Anticipating the end of the federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) on September 30, 2009, MTC approved Cycle 1 commitments (Resolution 3925) along with an overall framework to guide upcoming programming decisions for Cycle 2 to address the new six-year surface transportation authorization act funding. However, the successor to SAFETEA has not yet been enacted, and SAFETEA has been extended through continuing resolutions. Without the new federal surface transportation act, MTC may program funds forward based on reasonable estimates of revenues. It is estimated that roughly \$795 million is available for programming over the upcoming four-year Cycle 2 period.

Cycle 2 covers the four years from FY 2012-13 to FY 2015-2016 pending the enactment of the new authorization and/or continuation of SAFETEA.

This attachment outlines how the region will use Cycle 2 funds for transportation needs in the MTC region. Funding decisions continue to implement the strategies and objectives of the Regional Transportation Plan (RTP), Transportation 2035, which is the Bay Area's comprehensive roadmap to guide transportation investments in surface transportation including mass transit, highway, local road, bicycle and pedestrian projects over the long term. The program investments recommended for funding in Cycle 2 are an outgrowth of the transportation needs identified by the RTP and also take into consideration the preferred transportation investment strategy of the Sustainable Communities Strategy (SCS).

Appendix A-1 provides an overview of the Cycle 2 Program commitments which contain a regional program component managed by MTC and a county program component to be managed by the counties.

CYCLE 2 REVENUE ESTIMATES AND FEDERAL PROGRAM ARCHITECTURE

MTC receives federal funding for local programming from the State for local programming in the MTC region. Among the various transportation programs established by SAFETEA, this includes regional Surface Transportation Program (STP) Congestion Mitigation and Air Quality Improvement (CMAQ) Program and to a lesser extent, Regional Transportation Improvement Program (RTIP) and Transportation Enhancement (TE) funds. The STP/CMAQ/RTIP/TE programming capacity in Cycle 2 amounts to \$795 million. The Commission programs the STP/CMAQ funds while the California Transportation Commission programs the RTIP and TE Funds. Furthermore, the Bay Area Air Quality Management District (BAAQMD) is contributing Transportation Fund for Clean Air (TFCA) funding to Cycle 2. Below are issues to be addressed as the region implements Cycle 2 programming, particularly in light that approval of Cycle 2 will precede approval of the new federal transportation act.

Revenues: A revenue growth rate of 3% over prior federal apportionments is assumed for the first year – FY 2012-13. Due to continued uncertainties with federal funding, the estimated revenues for the later years of the program, FY 2013-14 through FY 2015-16, have not been escalated, but held steady at the estimated FY 2012-13 apportionment amount. If there are significant reductions in federal apportionments over the Cycle 2 time period, as in the past, MTC will reconcile the revenue levels following enactment of the New Act by making adjustments later if needed, by postponement of projects or adjustments to subsequent programming cycles.

Fund Sources: Development of the new federal surface transportation authorization will need to be closely monitored. New federal programs, their eligibility rules, and how funding is distributed to the states and regions could potentially impact the implementation of the Cycle 2 Regional and One Bay Area Grant (OBAG) Programs. It is anticipated that any changes to the federal programs would likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code, though the actual fund sources will likely no longer be referred to as STP/CMAQ/TE in the manner we have grown accustomed. Therefore, reference to specific fund sources in the Cycle 2 programming is a proxy for replacement fund sources for which MTC has programming authority.

NEW FUNDING APPROACH FOR CYCLE 2—THE ONEBAYAREA GRANT

For Cycle 2, the OneBayArea Grant (OBAG) is a new funding approach that better integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will encourage land-use and housing policies that support the production of housing with supportive transportation investments. This is accomplished through the following policies:

- Using transportation dollars to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and produce housing.
- Supporting the Sustainable Communities Strategy for the Bay Area by promoting transportation investments in Priority Development Areas (PDAs) and by initiating a pilot program in the North Bay counties that will support open space preservation in Priority Conservation Areas (PCA).
- Providing a higher proportion of funding to local agencies and additional investment flexibility by eliminating required program targets. A significant amount of funding that was used for regional programs in Cycle 1 is shifted to local programs (the OneBayArea Grant). The OBAG program allows investments in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning and outreach activities, while also providing targeted funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

Project List

Attachment B of Resolution 4035 contains the list of projects to be programmed under the Cycle 2 Program. Attachments B-1 and B-2 are listings of projects receiving Cycle 2 funding, and reflects the programs and projects included in the regional and OBAG programs respectively. The listing is subject to project selection actions (conducted by MTC for most of the regional programs and by the CMAs for funds distributed to them). MTC staff will update Attachments B-1 and B-2 as projects are selected by the Commission and CMAs and are included in the federal TIP.

OneBayArea Grant Fund Distribution Formula

The formula used to distribute OneBayArea Grant funding to the counties takes into consideration the following factors: population, past housing production, future housing commitments as determined by the Association of Bay Area Governments (ABAG) Regional Housing Needs

Assessment (RHNA) and added weighting to acknowledge very low and low income housing. The formula breakdown is as follows with distributions derived from each jurisdiction's proportionate share of the regional total for each factor:

OBAG Fund Distribution Factors

Factor Weighting	Percentage
Population	50%
RHNA* (total housing units)	12.5%
RHNA (low/very low income housing units)	12.5%
Housing Production** (total housing units)	12.5%
Housing Production (low/very low income housing units)	12.5%

* RHNA 2014-2022

**Housing Production Report 1999-2006

The objective of this formula is to provide housing incentives to complement the region's Sustainable Community Strategy (SCS) which together with a Priority Development Area (PDA) focused investment strategy will lead to transportation investments that support focused development. The proposed One Bay Area Grant formula also uses actual housing production data from 1999-2006, which has been capped such that each jurisdiction receives credit for housing up to its RHNA allocation. Subsequent funding cycles will be based on housing production from ABAG's next housing report to be published in 2013. The formula also recognizes jurisdictions' RHNA and past housing production (uncapped) contributions to very low and low income housing units. The resulting OBAG fund distribution for each county is presented in Appendix A-4. Funding guarantees are also incorporated in the fund distribution to ensure that all counties receive as much funding under the new funding model as compared to what they would have received under the Cycle 1 framework.

The Commission, working with ABAG, will revisit the funding distribution formula for the next cycle (post FY2015-16) to further evaluate how to best incentivize housing production across all income levels and other Plan Bay Area performance objectives.

CYCLE 2 GENERAL PROGRAMMING POLICIES

The following programming policies apply to all projects funded in Cycle 2:

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the Cycle 2 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay

Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities to comment have been provided to other stakeholders and members of the public.

Furthermore, investments made in the Cycle 2 program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when CMAs select projects for funding at the county level, they must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements (as set forth in Appendix A-5).

2. **Commission Approval of Programs and Projects and the Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 2 Program must be amended into the federal TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area surface transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is the project sponsor's responsibility to ensure their project is properly programmed in the TIP in a timely manner. Where CMAs are responsible for project selection the Commission will revise the TIP to include the resulting projects and Attachment B to this Resolution may be amended by MTC staff to reflect these revisions. Where responsibility for project selection in the framework of a Cycle 2 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be reviewed and approved by the Commission.

3. **Minimum Grant Size.** The objective of a grant minimum requirement is to maximize the efficient use of federal funds and minimize the number of federal-aid projects which place administrative burdens on project sponsors, CMAs, MTC, Caltrans, and Federal Highway Administration (FHWA) staff. Funding grants per project must therefore be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).

To provide flexibility, alternatively an averaging approach may be used. A CMA may program grant amounts no less than \$100,000 for any project, provided that the overall average of all grant amounts within their OBAG program meets the county minimum grant amount threshold.

Given the typical smaller scale of projects for the Safe Routes to School (SRTS) program, a lower threshold applies to the regional Safe Routes to School Program projects which have a minimum grant size of \$100,000.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2011 air quality conformity finding has been completed for the 2011 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 2 Program until

the development of the 2013 TIP during spring 2013. Additionally, the U.S. Environmental Protection Agency has designated the Bay Area as a non-attainment area for PM 2.5.

Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed “Projects of Air Quality Concern” must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern (POAQC) are those projects that result in significant increases in the number of or emissions from diesel vehicles.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with federal funds.
6. **Application, Resolution of Local Support.** Project sponsors must submit a completed project application for each project proposed for funding through MTC’s Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff, and 2) Resolution of Local Support approved by the project sponsor’s governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
7. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 2 Program to ensure 1) eligibility; 2) consistency with the RTP; and 3) project readiness. In addition, project sponsors must adhere to directives such as “Complete Streets” (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

- **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), alternative fuels, traffic flow improvements, transit expansion projects, bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance

programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

In the event that the next surface transportation authorization materially alters these programs, MTC staff will work with project sponsors to match projects with appropriate federal fund programs. MTC reserves the right to assign specific fund sources based on availability and eligibility requirements.

- **RTP Consistency:** Projects included in the Cycle 2 Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 2 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
- **Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists) Policy:** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are considered by the county for funds and submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to CMAs' project selection actions for Cycle 2.

Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- **Project Delivery and Monitoring.** Cycle 2 funding is available in the following four federal fiscal years: FY 2012-13, 2013-14, 2014-15, and FY 2015-16. Funds may be programmed in any one of these years, conditioned upon the availability of federal apportionment and obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in coordination with the Partnership and project sponsors. However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Cycle 2 funds to be obligated no later than March 31, 2016. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

All Cycle 2 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606 at http://www.mtc.ca.gov/funding/delivery/MTC_Res_3606.pdf) . Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by

the MTC Regional Project Funding Delivery Policy. All funds are subject to obligation, award, invoicing, reimbursement and project close out requirements. The failure to meet these deadlines may result in the de-programming and redirection to other projects.

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations and deadlines, every recipient of Cycle 2 funding will need to identify a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate issues and questions that may arise from project inception to project close-out. The agency is required to identify the contact information for this position at the time of programming of funds in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans prior to MTC approving future Cycle programming or including any funding revisions for the agency in the federal TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

By applying for and accepting Cycle 2 funding, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe.

- Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is currently 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the required match, which is subject to change.
- Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within established deadlines. The Cycle 2 program is project specific and the funds programmed to projects are for those projects alone. The Cycle 2 Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional Cycle 2 funds. Project sponsors are responsible for securing the necessary match, and for cost increases or additional funding needed to complete the project including contingencies.

REGIONAL PROGRAMS

The programs below comprise the Regional Program of Cycle 2, administered by the Commission. Funding amounts for each program are included in Attachment A-1. Individual projects will be added to Attachment B as they are selected and included in the federal TIP.

1. Regional Planning Activities

This program provides funding to the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. (Note that in the past this funding category included planning funding for the CMAs. Starting with Cycle 2, CMAs will access their OneBayArea Grant to fund their planning activities rather than from this regional program category). Appendix A-2 details the fund distribution.

2. Regional Operations

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for Clipper®, 511 Traveler information (including 511 Rideshare, 511 Bicycle, 511 Traffic, 511 Real-Time Transit and 511 transit), Freeway Service Patrol / SAFE and Incident Management. Information on these programs is available at <http://www.mtc.ca.gov/services/>.

3. Freeway Performance Initiative

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways and arterials at a fraction of the cost of traditional highway widening projects. Several corridors are proposed for metering projects, targeting high congestion corridors. These projects also include Traffic Operations System elements to better manage the system as well as implementing the express lane network. This category also includes funding for performance monitoring activities, regional performance initiatives implementation, Regional Signal Timing Program, Program for Arterial System Synchronization (PASS), freeway and arterial performance initiative projects and express lanes.

4. Pavement Management Program

This continues the region's Pavement Management Program (PMP) and related activities including the Pavement Technical Assistance Program (PTAP). MTC provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems which is a requirement to receive certain funding. MTC also assists local jurisdictions in conducting associated data collection and analysis efforts including local roads needs assessments and inventory surveys and asset management analysis that feed into regional planning efforts. MTC provides, training, research and development of pavement and non-pavement preservation management techniques, and participates in the state-wide local streets and roads needs assessment effort.

5. Priority Development Area (PDA) Activities

Funding in this regional program implements the following three regional programs:

Affordable TOD fund: This is a continuation of MTC's successful Transit Oriented Development (TOD) fund into Cycle 2 which successfully has leveraged a significant amount of outside funding. The TOD fund provides financing for the development of affordable housing and other vital

community services near transit lines throughout the Bay Area. Through the Fund, developers can access flexible, affordable capital to purchase or improve available property near transit lines for the development of affordable housing, retail space and other critical services, such as child care centers, fresh food outlets and health clinics.

PDA Planning Grants: MTC and ABAG's PDA Planning Grant Program will place an emphasis on affordable housing production and preservation in funding agreements with grantees. Grants will be made to jurisdictions to provide support in planning for PDAs in areas such as providing housing, jobs, intensified land use, promoting alternative modes of travel to the single occupancy vehicle, and parking management. These studies will place a special focus on selected PDAs with a greater potential for residential displacement and develop and implement community risk reduction plans. Also program funds will establish a new local planning assistance program to provide staff resources directly to jurisdictions to support local land-use planning for PDAs.

MTC will commence work with state and federal government to create private sector economic incentives to increase housing production.

PDA Planning Assistance: Grants will be made to local jurisdictions to provide planning support as needed to meet regional housing goals.

6. Climate Change Initiatives

The proposed funding for the Cycle 2 Climate Initiative Program is to support the implementation of strategies identified in Plan Bay Area to achieve the required CO₂ emissions reductions per SB375 and federal criteria pollutant reductions. Staff will work with the Bay Area Air Quality Management District to implement this program.

7. Safe Routes to Schools

Within the Safe Routes to School Program (SR2S program) funding is distributed among the nine Bay Area counties based on K-12 total enrollment for private and public schools as reported by the California Department of Education for FY 2010-11. Appendix A-3 details the county fund distribution. Before programming projects into the TIP the CMAs shall provide the SR2S recommended county program scope, budget, schedule, agency roles, and federal funding recipient. CMAs may choose to augment this program with their own Cycle 2 OBAG funding.

8. Transit Capital Rehabilitation

The program objective is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs, consistent with the FTA Transit Capital Priorities program. This includes a set-aside of \$1 million to support the consolidation and transition of Vallejo and Benicia bus services to Soltrans

9. Transit Performance Initiative: This new pilot program implements transit supportive investments in major transit corridors that can be carried out within two years. The focus is on making cost-effective operational improvements on significant trunk lines which carry the largest number of passengers in the Bay Area including transit signal prioritization, passenger circulation improvements at major hubs, and boarding/stop improvements. Specific projects are included in Attachment B.

10. Priority Conservation Area: This \$10 million program is regionally competitive. The first \$5 million would be dedicated to the North Bay counties of Marin, Napa, Solano, and Sonoma.

Eligible projects would include planning, land/easement acquisition, open space access projects, and farm-to-market capital projects. Priority would be given to projects that can partner with state agencies, regional districts and private foundations to leverage outside funds, particularly for land acquisition and open space access. An additional \$5 million will be available outside of the North Bay counties for sponsors that can provide a 3:1 match. Program guidelines will be developed over the next several months. Prior to the call for projects, a meeting will be held with stakeholders to discuss the program framework and project eligibility. The program guidelines will be approved by the Commission following those discussions. Note that tribal consultation for Plan Bay Area highlighted the need for CMAs in Sonoma and Contra Costa counties to involve tribes in PCA planning and project delivery.

ONEBAYAREA GRANT PROGRAMMING POLICIES

The policies below apply to the OneBayArea Grant Program, administered by the county Congestion Management Agencies (CMAs) or substitute agency:

- ▶ Program Eligibility: The congestion management agency may program funds from its One Bay Area Grant fund distribution to projects that meet the eligibility requirements for any of the following transportation improvement types:
 - Local Streets and Roads Preservation
 - Bicycle and Pedestrian Improvements
 - Transportation for Livable Communities
 - Safe Routes To School/Transit
 - Priority Conservation Area
 - Planning and Outreach Activities

- ▶ Fund Source Distribution: OBAG is funded primarily from three federal fund sources: STP, CMAQ and TE. Although the new federal surface transportation authorization act now under consideration may alter the actual fund sources available for MTC's programming discretion it is anticipated that any new federal programs would overlap to a large extent with existing programs. The CMAs will be provided a breakdown of specific OBAG fund sources, with the understanding that actual fund sources may change as a result of the new federal surface transportation act. In this situation, MTC staff will work with the CMAs to realign new fund sources with the funding commitments approved by the Commission. Furthermore, due to strict funding availability and eligibility requirements, the CMAs must adhere to the fund source limitations provided. Exceptions may be granted by MTC staff based on actual fund sources available and final apportionment levels.

In determining the fund source distribution to the counties, each county was first guaranteed at least what they would otherwise received in Cycle 2 under the original Cycles 1 & 2 framework as compared to the original July 8, 2011 OBAG proposal. This resulted in the county of Marin receiving an additional \$1.1 million, county of Napa receiving \$1.3 million each, and the county of Solano receiving \$1.4 million, for a total of \$3.8 million (in CMAQ funds) off the top to hold these counties harmless. The Transportation Enhancement (TE) funds were then distributed based on the county TE shares available for OBAG as approved in the 2012 Regional Transportation Improvement Program (RTIP). STP funds were then assigned to the CMA planning and outreach activities. The remaining STP funds assigned to OBAG were then distributed to each county based on the OBAG distribution formula. The remaining funds were distributed as CMAQ per the OBAG distribution formula. The hold harmless clause resulted in a slight deviation in the OBAG formula distribution for the overall funding amounts for each county.

- ▶ Priority Development Area (PDA) Policies
 - PDA minimum: CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco, and Santa Clara) shall direct at least 70% of their OBAG

investments to the PDAs. For North Bay counties (Marin, Napa, Solano, and Sonoma) this minimum target is 50% to reflect the more rural nature of these counties. A project lying outside the limits of a PDA may count towards the minimum provided that it directly connects to or provides proximate access to a PDA. Depending on the county, CMA planning costs would partially count towards PDA targets (70% or 50%) in line with its PDA funding target. At MTC staff discretion, consideration may be given to counties that provided higher investments in PDAs in Cycle 1 as part of an overall Cycle 1 and 2 investment package. Priority Conservation Area (PCA) investments do not count towards PDA targets and must use “anywhere” funds. The PDA/’anywhere’ funding split is shown in Appendix A-4.

- PDA Boundary Delineation: Refer to <http://geocommons.com/maps/141979> which provides a GIS overlay of the PDAs in the Bay Area to exact map boundaries including transportation facilities. As ABAG considers and approves new PDA designations this map will be updated.
 - Defining “proximate access to PDAs”: The CMAs make the determination for projects to count toward the PDA minimum that are not otherwise geographically located within a PDA. For projects not geographically within a PDA, CMAs are required to map projects and designate which projects are considered to support a PDA along with policy justifications. This analysis would be subject to public review when the CMA board acts on OBAG programming decisions. This should allow decision makers, stakeholders, and the public to understand how an investment outside of a PDA is to be considered to support a PDA and to be credited towards the PDA investment minimum target. MTC staff will evaluate and report to the Commission on how well this approach achieves the OBAG objectives prior to the next programming cycle.
 - PDA Investment & Growth Strategy: By May 1, 2013, CMAs shall prepare and adopt a PDA Investment & Growth Strategy to guide transportation investments that are supportive of PDAs. An existing Investment and Growth Strategy adopted by the County will be considered as meeting this requirement if it satisfies the general terms in Appendix A-6. See Appendix A-6 for details.
- Performance and Accountability Policies: Jurisdictions need to comply with the following policies in order to be eligible recipients of OBAG funds.
- To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet this requirement through a general plan that complies with the Complete Streets Act of 2008. Staff will provide minimum requirements based on best practices for the resolution. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding.

- A jurisdiction is required to have its general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2007-14 RHNA prior to January 31, 2013. If a jurisdiction submits its housing element to the state on a timely basis for review, but the State's comment letter identifies deficiencies that the local jurisdictions must address in order to receive HCD certification, then the local jurisdiction may submit a request to the Joint MTC Planning / ABAG Administrative Committee for a time extension to address the deficiencies and resubmit its revised draft housing element to HCD for re-consideration and certification.
- For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014 (based on an April 2013 SCS adoption date); therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment.
- OBAG funds may not be programmed to any jurisdiction out of compliance with OBAG policies and other requirements specified in this attachment. The CMA will be responsible for tracking progress towards these requirements and affirming to MTC that a jurisdiction is in compliance prior to MTC programming OBAG funds to its projects in the TIP.
- For a transit agency project sponsor under a JPA or district (not under the governance of a local jurisdiction), the jurisdiction where the project (such as station/stop improvements) is located will need to comply with these policies before funds may be programmed to the transit agency project sponsor. However, this is not required if the project is transit/rail agency property such as, track, rolling stock or transit maintenance facility.
- CMAs will provide documentation for the following prior to programming projects in the TIP:
 - The approach used to select OBAG projects including outreach and a board adopted list of projects
 - Compliance with MTC's complete streets policy
 - A map delineating projects selected outside of PDAs indicating those that are considered to provide proximate access to a PDA including their justifications as outlined on the previous page. CMA staff is expected to use this exhibit when it presents its program of projects to explain the how "proximate access" is defined to their board and the public.
- MTC staff will report on the outcome of the CMA project selection process in late 2013. This information will include, but not be limited to, the following:
 - Mix of project types selected;
 - Projects funded within PDAs and outside of PDAs and how proximity and direct connections were used and justified through the county process;
 - Complete streets elements that were funded;
 - Adherence to the performance and accountability requirements;

- Amount of funding to various jurisdictions and how this related to the distribution formula that includes population, RHNA housing allocations and housing production, as well as low-income housing factors.
 - Public participation process.
 - The CMAs will also be required to present their PDA Growth Strategy to the Joint MTC Planning / ABAG Administrative Committee.
- **Project Selection:** County congestion management agencies or substitute agencies are given the responsibility to develop a project selection process along with evaluation criteria, issue a call for projects, conduct outreach, and select projects
- **Public Involvement:** The decision making authority to select projects for federal funding accompanies responsibilities to ensure that the process complies with federal statutes and regulations. In order to ensure that the CMA process for administering OBAG is in compliance, CMAs are required to lead a public outreach process as directed by Appendix A-5.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects for their One Bay Area grant, with a final project list due to MTC by June 30, 2013. CMA staff need to ensure that all projects are submitted using the Fund Management System (FMS) no later than July 30, 2013. The goal of this process is to reduce staff time, coordinate all programs to respond to larger multi-modal projects, and provide project sponsors the maximum time to deliver projects.
 - **Project Programming Targets and Delivery Deadlines:** CMAs must program their block grant funds over the four-year period of Cycle 2 (FY 2012-13 through FY 2015-16). The expectation is that the CMA planning activities \ project would use capacity of the first year to provide more time for delivery as contrasted to other programs which tend to have more complex environmental and design challenges, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606 or its successor) including the Request for Authorization (RFA) submittal deadline and federal authorization/obligation deadline. Furthermore the following funding deadlines apply for each county, with earlier delivery strongly encouraged:
 - Half of the OBAG funds, including all funds programmed for the PE phase, must be obligated (federal authorization/E-76) by March 31, 2015.
 - All remaining OBAG funds must be obligated by March 31, 2016.

CYCLE 2 COUNTY ONE BAY AREA GRANT PROJECT GUIDANCE

The categories below comprise the Cycle 2 County One Bay Area Grant Program, administered by the county congestion management agencies. Project selection should ensure that all of the eligibility requirements below are met. MTC staff will work with CMAs and project sponsors to resolve any eligibility issues which may arise, including air quality conformity exceptions and requirements.

1. CMA Planning and Outreach

This category provides funding to the nine county Congestion Management Agencies (CMAs) to support regional planning, programming and outreach activities. Such efforts include: county-based planning efforts for development of the RTP/SCS; development of PDA growth strategies; development and implementation of a complete streets compliance protocol; establishing land use and travel forecasting process and procedures consistent with ABAG/MTC; ensuring the efficient and effective delivery of federal-aid local projects; and undertaking the programming of assigned funding and solicitation of projects. The base funding level reflects continuing the Transportation 2035 commitment level by escalating at 3% per year from the base amount in FY 2011-12. In addition, the CMAs may request additional funding from their share of OBAG to enhance or augment additional activities at their discretion. All funding and activities will be administered through an interagency agreement between MTC and the respective CMA. Actual amounts for each CMA as augmented, are shown in Appendix A-2

2. Local Streets and Roads Preservation

This category is for the preservation of local streets and roads on the federally-eligible system. To be eligible for funding of any Local Streets and Roads (LSR) preservation project, the jurisdiction must have a certified Pavement Management Program (StreetSaver® or equivalent). The needs analysis ensures that streets recommended for treatment are cost effective. Pavement projects should be based on the needs analysis resulting from the established Pavement Management Program (PMP) for the jurisdiction. MTC is responsible for verifying the certification status. The certification status can be found at www.mtcpms.org/ptap/cert.html. Specific eligibility requirements are included below:

Pavement Rehabilitation:

Pavement rehabilitation projects including pavement segments with a PCI below 70 should be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP.

Preventive Maintenance: Only projects where pavement segments have a Pavement Condition Index (PCI) of 70 or above are eligible for preventive maintenance. Furthermore, the local agency's Pavement Management Program (PMP) must demonstrate that the preventive maintenance strategy is a cost effective method of extending the service life of the pavement.

Non-Pavement:

Eligible non-pavement activities and projects include rehabilitation or replacement of existing features on the roadway facility, such as storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps and features that bring the facility to current standards. The jurisdiction must still have a certified PMP to be eligible for improvements to non-pavement features.

Activities that are not eligible for funding include: Air quality non-exempt projects (unless granted an exception by MTC staff), capacity expansion, new roadways, roadway extensions, right of way acquisition (for future expansion), operations, routine maintenance, spot application, enhancements that are above and beyond repair or replacement of existing assets (other than bringing roadway to

current standards), and any pavement application not recommended by the Pavement Management Program unless otherwise allowed above.

Federal-Aid Eligible Facilities: Federal-aid highways as defined in 23 U.S.C. 101(a)(5) are eligible for local streets and roads preservation funding. A federal-aid highway is a public road that is not classified as a rural minor collector or local road or lower. Project sponsors must confirm the eligibility of their roadway through the Highway Performance Monitoring System (HPMS) prior to the application for funding.

Federal Aid Secondary (FAS) Program Set-Aside: While passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 dissolved the Federal Aid Secondary (FAS) program, California statutes provide the continuation of minimum funding to counties, guaranteeing their prior FAS shares. The first three years of Cycle 2 were covered up-front under the Cycle 1 FAS program (covering a total 6-year period). The fourth year of Cycle 2 will be covered under the OBAG. Funding provided to the counties by the CMAs under OBAG will count toward the continuation of the FAS program requirement.

3. Bicycle and Pedestrian Improvements

The Bicycle and Pedestrian program may fund a wide range of bicycle and pedestrian improvements including Class I, II and III bicycle facilities, bicycle education, outreach, sharing and parking, sidewalks, ramps, pathways and pedestrian bridges, user safety and supporting facilities, and traffic signal actuation.

According to CMAQ eligibility requirements, bicycle and pedestrian facilities must not be exclusively recreational and reduce vehicle trips resulting in air pollution reductions. Also to meet the needs of users, hours of operation need to be reasonable and support bicycle / pedestrian needs particularly during commute periods. For example the policy that a trail be closed to users before sunrise or after sunset limits users from using the facility during the peak commute hours, particularly during times of the year with shorter days. These user restrictions indicate that the facility is recreational rather than commute oriented. Also, as contrasted with roadway projects, bicycle and pedestrian projects may be located on or off the federal-aid highway system.

4. Transportation for Livable Communities

The purpose of Transportation for Livable Communities (TLC) projects is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes rather than the single-occupant automobile.

General project categories include the following:

- Station Improvements such as plazas, station access pocket parks, bicycle parking
- Complete streets improvements that encourage bicycle and pedestrian access
- Transportation Demand Management projects including carsharing, vanpooling traveler coordination and information or Clipper®-related projects

- Connectivity projects connecting high density housing/jobs/mixed use to transit, such as bicycle/pedestrian paths and bridges and safe routes to transit.
- Density Incentives projects and non-transportation infrastructure improvements that include density bonuses, sewer upgrade, land banking or site assembly (these projects require funding exchanges to address federal funding eligibility limitations)
- Streetscape projects focusing on high-impact, multi-modal improvements or associated with high density housing/mixed use and transit (bulb outs, sidewalk widening , cross walk enhancements, audible signal modification, mid block crossing and signal, new stripping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refugees, way finding signage, pedestrian scaled street furniture including bus shelters, tree grates, benches, bollards, magazine racks, garbage and recycling bins, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on- site storm water management, permeable paving)
- Funding for TLC projects that incentivize local PDA Transit Oriented Development Housing

5. Safe Routes to School

The county Safe Routes to School Program continues to be a regional program. The funding is distributed directly to the CMAs by formula through the Cycle 2 regional program (see Appendix A-3). However, a CMA may use OBAG funding to augment this amount. Eligible projects include infrastructure and non-infrastructure projects that facilitate reduction in vehicular travel to and from schools. It is important to note that CMAQ is used to fund this program which is targeted towards air quality improvement rather than children's health or safety. Nevertheless CMAQ eligibility overlaps with Safe Routes to School Program projects that are eligible under the federal and state programs with few exceptions which are noted below. Refer to the following link for detailed examples of eligible projects which is followed by CMAQ funding eligibility parameters:

http://mtc.ca.gov/funding/STPCMAQ/7_SR2S_Eligibility_Matrix.pdf

Non-Infrastructure Projects

Public Education and Outreach Activities

- Public education and outreach can help communities reduce emissions and congestion by inducing drivers to change their transportation choices.
- Activities that promote new or existing transportation services, developing messages and advertising materials (including market research, focus groups, and creative), placing messages and materials, evaluating message and material dissemination and public awareness, technical assistance, programs that promote the Tax Code provision related to commute benefits, and any other activities that help forward less-polluting transportation options.
- Air quality public education messages: Long-term public education and outreach can be effective in raising awareness that can lead to changes in travel behavior and ongoing emissions reductions; therefore, these activities may be funded indefinitely.
- Non-construction outreach related to safe bicycle use
- Travel Demand Management Activities including traveler information services, shuttle services, carpools, vanpools, parking pricing, etc.

Infrastructure Projects

Bicycle/Pedestrian Use:

- Constructing bicycle and pedestrian facilities (paths, bike racks, support facilities, etc.) that are not exclusively recreational and reduce vehicle trips
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas new construction and major reconstructions of paths, tracks, or areas solely for the use by pedestrian or other non-motorized means of transportation when economically feasible and in the public interest
- Traffic calming measures

Exclusions found to be ineligible uses of CMAQ funds:

- Walking audits and other planning activities (STP based on availability will be provided for these purposes upon CMA's request)
- Crossing guards and vehicle speed feedback devices, traffic control that is primarily oriented to vehicular traffic rather than bicyclists and pedestrians
- Material incentives that lack an educational message or exceeding a nominal cost.

6. Priority Conservation Areas

This is an outgrowth of the new regional program pilot for the development of Priority Conservation Area (PCA) plans and projects to assist counties to ameliorate outward development expansion and maintain their rural character. A CMA may use OBAG funding to augment grants received from the regionally competitive program or develop its own county PCA program. Generally, eligible projects will include planning, land / easement acquisition, open space access projects, and farm-to-market capital projects.

PROGRAM SCHEDULE

Cycle 2 spans apportionments over four fiscal years: FY 20012-13, FY 2013-14, FY 2014-15 and FY 2015-16. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2012-13 funds. This strategy, at the same time, provides several months during FY 2012-13 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second, third and fourth years of the Cycle 2 period. If CMAs wish to program any OBAG funds in the first year, MTC will try to accommodate requests depending on available federal apportionments and obligation limitations, as long as the recipient has meet the OBAG requirements.

Appendix A-1**Cycle 2****Regional and County Programs****FY 2012-13 through FY 2015-16****May 2012****Proposed Cycle 2 Funding Commitments**

Regional Program (millions \$ - rounded)		4-Year Total
Regional Categories		
1	Regional Planning Activities	\$7
2	Regional Operations	\$95
3	Freeway Performance Initiative	\$96
4	Pavement Management Program	\$7
5	Priority Development Activities	\$40
6	Climate Initiatives	\$20
7	Safe Routes To School	\$20
8	Transit Capital Rehabilitation	\$150
9	Transit Performance Initiative	\$30
10	Priority Conservation Area	\$10
Regional Program Total:*		\$475
		60%

One Bay Area Grant (OBAG) (millions \$ - rounded)		4-Year Total
Counties		
1	Alameda	\$63
2	Contra Costa	\$44
3	Marin	\$10
4	Napa	\$6
5	San Francisco	\$38
6	San Mateo	\$26
7	Santa Clara	\$87
8	Solano	\$18
9	Sonoma	\$23
OBAG Total:*		\$320
J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\tmp-4035_Appendices to Att-A.xlsx\A-1 Cycle 2 Funding		40%

Cycle 2 Total Total:*	\$795
------------------------------	--------------

* Amounts may not total due to rounding

* OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Appendix A-2

Cycle 2 Planning & Outreach FY 2012-13 through FY 2015-16 May 2012

OBAG - County CMA Planning

		Cycle 2 OBAG County CMA Planning				STP
County	Agency	2012-13	2013-14	2014-15	2015-16	Total
Alameda	ACTC	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000
Contra Costa	CCTA	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000
Marin	TAM	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Napa	NCTPA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
San Francisco	SFCTA	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000
San Mateo	SMCCAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Santa Clara	VTA	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000
Solano	STA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Sonoma	SCTA	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
County CMAs Total:		\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\tmp-4035_Appendices to Att-A.xlsx]A-2 Cycle 2 Planning

Regional Agency Planning

		Cycle 2 Regional Agency Planning				STP Total
Regional Agency		2012-13	2013-14	2014-15	2015-16	
ABAG	ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
BCDC	BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000
MTC	MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000
Regional Agencies Total:		\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000

\$33,965,000

May 17, 2012

Appendix A-3

MTC Resolution No. 4035

Page 1 of 1

Appendix A-3**Cycle 2****Safe Routes to School County Distribution****FY 2012-13 through FY 2015-16****May 2012****Safe Routes To School County Distribution**

County	Public School Enrollment (K-12) *	Private School Enrollment (K-12) *	Total School Enrollment (K-12) *	Percentage	Total Funding
					\$20,000,000
Alameda	214,626	24,537	239,163	21%	\$4,293,000
Contra Costa	166,956	16,274	183,230	16%	\$3,289,000
Marin	29,615	5,645	35,260	3%	\$633,000
Napa	20,370	3,036	23,406	2%	\$420,000
San Francisco	56,454	23,723	80,177	7%	\$1,439,000
San Mateo	89,971	16,189	106,160	10%	\$1,905,000
Santa Clara	261,945	38,119	300,064	27%	\$5,386,000
Solano	67,117	2,855	69,972	6%	\$1,256,000
Sonoma	71,049	5,787	76,836	7%	\$1,379,000
Total:	978,103	136,165	1,114,268	100%	\$20,000,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\[tmp-4035_Appendices to Att-A.xlsx]A-3 REG SR2S

* From California Department of Education for FY 2010-11

May 17, 2012

Appendix A-4

MTC Resolution No. 4035

Page 1 of 1

Appendix A-4**Cycle 2****OBAG County Fund Distribution****FY 2012-13 through FY 2015-16****May 2012****OBAG Geographic Funding Distribution**

County	OBAG Funds	PDA/Anywhere Split	PDA	Anywhere
Alameda	\$63,732,000	70/30	\$44,612,000	\$19,120,000
Contra Costa	\$44,787,000	70/30	\$31,351,000	\$13,436,000
Marin	\$10,047,000	50/50	\$5,024,000	\$5,023,000
Napa	\$6,653,000	50/50	\$3,327,000	\$3,326,000
San Francisco	\$38,837,000	70/30	\$27,186,000	\$11,651,000
San Mateo	\$26,246,000	70/30	\$18,372,000	\$7,874,000
Santa Clara	\$87,284,000	70/30	\$61,099,000	\$26,185,000
Solano	\$18,801,000	50/50	\$9,401,000	\$9,400,000
Sonoma	\$23,613,000	50/50	\$11,807,000	\$11,806,000
Total:	\$320,000,000		\$212,179,000	\$107,821,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\tmp-4035_Appendices to Att-A.xlsx]A-4 OBAG PDA

OBAG amounts are draft estimates until final adoption of RHNA, expected July 2012.

Appendix A-5: One Bay Area Grant Call for Projects Guidance

The Metropolitan Transportation Commission (MTC) has delegated OBAG project selection to the nine Bay Area Congestion Management Agencies (CMAs) as they are best suited for this role because of their existing relationships with local jurisdictions, elected officials, transit agencies, community organizations and stakeholders, and members of the public within their respective counties. In order to meet federal requirements that accompany the decision-making process regarding federal transportation funding, MTC expects the CMAs to plan and execute an effective public outreach and local engagement process to solicit candidate projects to be submitted to MTC for consideration for inclusion in the Cycle 2 One Bay Area Grant Program. CMAs will also serve as the main point of contact for local sponsoring agencies and members of the public submitting projects for consideration for inclusion in the 2013 Transportation Improvement Program.

CMAs will conduct a transparent process for the Call for Projects while complying with federal regulations by carrying out the following activities:

1. Public Involvement and Outreach

- **Conduct countywide outreach to stakeholders and the public to solicit project ideas.** CMAs will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 3821), which can be found at http://www.mtc.ca.gov/get_involved/participation_plan.htm. CMAs are expected at a minimum to:
 - Execute effective and meaningful local engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, and the public through the project solicitation process.
 - Explain the local Call for Projects process, informing stakeholders and the public about the opportunities for public comments on project ideas and when decisions are to be made on the list of projects to be submitted to MTC;
 - Hold public meetings and/or workshops at times which are conducive to public participation to solicit public input on project ideas to submit;
 - Post notices of public meetings and hearing(s) on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations at http://www.mtc.ca.gov/get_involved/lep.htm
 - Hold public meetings in central locations that are accessible for people with disabilities and by public transit;
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- **Document the outreach effort undertaken for the local call for projects.** CMAs are to provide MTC with:

- A description of how the public was involved in the process for nominating and/or commenting on projects selected for OBAG funding. Specify whether public input was gathered at forums held specifically for the OBAG project solicitation or as part of a separate planning or programming outreach effort;
- A description of how the public engagement process met the outreach requirements of MTC's Public Participation Plan, including how the CMA ensured full and fair participation by all potentially affected communities in the project submittal process.
- A summary of comments received from the public and a description of how public comments informed the recommended list of projects submitted by the CMA.

2. Agency Coordination

- ***Work closely with local jurisdictions, transit agencies, MTC, Caltrans, federally recognized tribal governments, and stakeholders to identify projects for consideration in the OBAG Program.*** CMAs will assist with agency coordination by:
 - Communicating this Call for Projects guidance to local jurisdictions, transit agencies, federally recognized tribal governments, and other stakeholders

3. Title VI Responsibilities

- ***Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964.***
 - Assist community-based organizations, communities of concern, and any other underserved community interested in having projects submitted for funding;
 - Remove barriers for persons with limited-English proficiency to have access to the project submittal process;
 - For Title IV outreach strategies, please refer to MTC's Public Participation Plan found at: http://www.onebayarea.org/get_involved.htm
 - Additional resources are available at
 - i. <http://www.fhwa.dot.gov/civilrights/programs/tvi.htm>
 - ii. http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#TitleVI
 - iii. http://www.mtc.ca.gov/get_involved/rights/index.htm

Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

¹ Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Process/Timeline

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\RES-4035_Attach-A.doc

Attachment B-1

Cycle 2
Regional Programs Project List
FY 2012-13 through FY 2015-16
May 2012

Regional Programs Project List

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TE/TFCA	Total Cycle 2
CYCLE 2 PROGRAMMING			\$435,187,000	\$40,000,000	\$475,187,000
1. REGIONAL PLANNING ACTIVITIES (PL)					
ABAG Planning	Region-Wide	ABAG	\$2,673,000	\$0	\$2,673,000
BCDC Planning	Region-Wide	BCDC	\$1,341,000	\$0	\$1,341,000
MTC Planning	Region-Wide	MTC	\$2,673,000	\$0	\$2,673,000
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$6,687,000	\$0	\$6,687,000
2. REGIONAL OPERATIONS (RO)					
Clipper® Fare Media Collection	Region-Wide	MTC	\$21,400,000	\$0	\$21,400,000
511 - Traveler Information	Region-Wide	MTC	\$48,770,000	\$0	\$48,770,000
SUBTOTAL			\$70,170,000	\$0	\$70,170,000
FSP/Incident Management	Region-Wide	MTC/SAFE	\$25,130,000	\$0	\$25,130,000
SUBTOTAL			\$25,130,000	\$0	\$25,130,000
2. REGIONAL OPERATIONS (RO)			TOTAL: \$95,300,000	\$0	\$95,300,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
Regional Performance Initiatives Implementation	Region-Wide	MTC	\$5,750,000	\$0	\$5,750,000
Regional Performance Initiatives Corridor Implementation	Region-Wide	MTC	\$8,000,000	\$0	\$8,000,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	\$5,000,000	\$0	\$5,000,000
SUBTOTAL			\$18,750,000	\$0	\$18,750,000
Ramp Metering and TOS Elements					
FPI - Specific projects TBD by Commission	TBD	TBD	\$43,250,000	\$34,000,000	\$77,250,000
SUBTOTAL			\$43,250,000	\$34,000,000	\$77,250,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$62,000,000	\$34,000,000	\$96,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)					
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$6,000,000	\$0	\$6,000,000
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,200,000	\$0	\$1,200,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)			TOTAL: \$7,200,000	\$0	\$7,200,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)					
PDA Planning					
Specific projects TBD by Commission	TBD	TBD	\$25,000,000	\$0	\$25,000,000
SUBTOTAL			\$25,000,000	\$0	\$25,000,000
Transit Oriented Affordable Development (TOD)					
Specific projects TBD by Commission	Region-Wide	MTC	\$15,000,000	\$0	\$15,000,000
SUBTOTAL			\$15,000,000	\$0	\$15,000,000
5. PRIORTY DEVELOPMENT ACTIVITIES (PDA)			TOTAL: \$40,000,000	\$0	\$40,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)					
Climate Strategies	TBD	TBD	\$14,000,000	\$6,000,000	\$20,000,000
6. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL: \$14,000,000	\$6,000,000	\$20,000,000
7. SAFE ROUTES TO SCHOOL (SR2S)					
Specific projects TBD by CMAs					
SR2S - Alameda	Alameda	ACTC	\$4,293,000	\$0	\$4,293,000
SR2S - Contra Costa	Contra Costa	CCTA	\$3,289,000	\$0	\$3,289,000
SR2S - Marin	Marin	TAM	\$633,000	\$0	\$633,000
SR2S - Napa	Napa	NCTPA	\$420,000	\$0	\$420,000
SR2S - San Francisco	San Francisco	SFCTA	\$1,439,000	\$0	\$1,439,000
SR2S - San Mateo	San Mateo	SMCCAG	\$1,905,000	\$0	\$1,905,000
SR2S - Santa Clara	Santa Clara	SCVTA	\$5,386,000	\$0	\$5,386,000
SR2S - Solano	Solano	STA	\$1,256,000	\$0	\$1,256,000
SR2S - Sonoma	Sonoma	SCTA	\$1,379,000	\$0	\$1,379,000
7. SAFE ROUTES TO SCHOOL (SR2S)			TOTAL: \$20,000,000	\$0	\$20,000,000
8. TRANSIT CAPITAL PROGRAM (TCP)					
Specific projects TBD by Transit Operators					
SolTrans - Preventive Maintenance	Solano	SolTrans	\$149,000,000	\$0	\$149,000,000
8. TRANSIT CAPITAL PROGRAM (TCP)			TOTAL: \$150,000,000	\$0	\$150,000,000
9. TRANSIT PERFORMANCE INITIATIVE (TPI)					
AC Transit - Line 51 Corridor Speed Protection and Restoration	Alameda	AC Transit	\$10,515,624	\$0	\$10,515,624
SFMTA - Mission Mobility Maximization	San Francisco	SFMTA	\$7,016,395	\$0	\$7,016,395
SFMTA - N-Judah Mobility Maximization	San Francisco	SFMTA	\$3,750,574	\$0	\$3,750,574
SFMTA - Bus Stop Consolidation and Roadway Modifications	San Francisco	SFMTA	\$4,133,031	\$0	\$4,133,031
SCVTA - Light Rail Transit Signal Priority	Santa Clara	SCVTA	\$1,587,176	\$0	\$1,587,176
SCVTA - Steven Creek - Limited 323 Transit Signal Priority	Santa Clara	SCVTA	\$712,888	\$0	\$712,888
Unprogrammed Transit Performance Initiative Reserve	TBD	TBD	\$2,284,312	\$0	\$2,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)			TOTAL: \$30,000,000	\$0	\$30,000,000
10. PRIORITY CONSERVATION AREA (PCA)					
Specific projects TBD by Commission	TBD	TBD	\$10,000,000	\$0	\$10,000,000
10. PRIORITY CONSERVATION AREA (PCA)			TOTAL: \$10,000,000	\$0	\$10,000,000
Cycle 2 Total			TOTAL: \$435,187,000	\$40,000,000	\$475,187,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\tmp-4035_Attach_B-1.xlsx]T4 Cycle 2 Attach B-1 PENDING

Attachment B-2

Cycle 2

OBAG Project List

FY 2012-13 through FY 2015-16

May 2012

OBAG Program Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP-TE	Total Cycle 2
CYCLE 2 COUNTY OBAG PROGRAMMING		\$301,964,000	\$18,036,000	\$320,000,000
ALAMEDA COUNTY				
<i>Specific projects TBD by Alameda CMA</i>	TBD	\$56,170,000	\$3,726,000	\$59,896,000
CMA Planning Activities - Alameda	ACTC	\$3,836,000	\$0	\$3,836,000
ALAMEDA COUNTY	TOTAL:	\$60,006,000	\$3,726,000	\$63,732,000
CONTRA COSTA COUNTY				
<i>Specific projects TBD by Contra Costa CMA</i>	TBD	\$39,367,000	\$2,384,000	\$41,751,000
CMA Planning Activities - Contra Costa	CCTA	\$3,036,000	\$0	\$3,036,000
CONTRA COSTA COUNTY	TOTAL:	\$42,403,000	\$2,384,000	\$44,787,000
MARIN COUNTY				
<i>Specific projects TBD by Marin CMA</i>	TBD	\$6,667,000	\$707,000	\$7,374,000
CMA Planning Activities - Marin	TAM	\$2,673,000	\$0	\$2,673,000
MARIN COUNTY	TOTAL:	\$9,340,000	\$707,000	\$10,047,000
NAPA COUNTY				
<i>Specific projects TBD by Napa</i>	TBD	\$3,549,000	\$431,000	\$3,980,000
CMA Planning Activities - Napa	NCTPA	\$2,673,000	\$0	\$2,673,000
NAPA COUNTY	TOTAL:	\$6,222,000	\$431,000	\$6,653,000
SAN FRANCISCO COUNTY				
<i>Specific projects TBD by San Francisco CMA</i>	TBD	\$34,132,000	\$1,910,000	\$36,042,000
CMA Planning Activities - San Francisco	SFCTA	\$2,795,000	\$0	\$2,795,000
SAN FRANCISCO COUNTY	TOTAL:	\$36,927,000	\$1,910,000	\$38,837,000
SAN MATEO COUNTY				
<i>Specific projects TBD by San Mateo CMA</i>	TBD	\$21,582,000	\$1,991,000	\$23,573,000
CMA Planning Activities - San Mateo	SMCCAG	\$2,673,000	\$0	\$2,673,000
SAN MATEO COUNTY	TOTAL:	\$24,255,000	\$1,991,000	\$26,246,000
SANTA CLARA COUNTY				
<i>Specific projects TBD by Santa Clara CMA</i>	TBD	\$78,688,000	\$4,350,000	\$83,038,000
CMA Planning Activities - Santa Clara	SCVTA	\$4,246,000	\$0	\$4,246,000
SANTA CLARA COUNTY	TOTAL:	\$82,934,000	\$4,350,000	\$87,284,000
SOLANO COUNTY				
<i>Specific projects TBD by Solano CMA</i>	TBD	\$14,987,000	\$1,141,000	\$16,128,000
CMA Planning Activities - Solano	STA	\$2,673,000	\$0	\$2,673,000
SOLANO COUNTY	TOTAL:	\$17,660,000	\$1,141,000	\$18,801,000
SONOMA COUNTY				
<i>Specific projects TBD by Sonoma CMA</i>	TBD	\$19,544,000	\$1,396,000	\$20,940,000
CMA Planning Activities - Sonoma	SCTA	\$2,673,000	\$0	\$2,673,000
SONOMA COUNTY	TOTAL:	\$22,217,000	\$1,396,000	\$23,613,000
Cycle 2 Total	TOTAL:	\$301,964,000	\$18,036,000	\$320,000,000

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\tmp-4035_OBAG\[tmp-4035_Attach_B-2.xlsx]T4 Cycle 2 Attach B-2 PENDING

This page intentionally left blank.



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

ACTAC Meeting - 09/04/12

Agenda Item 5A

Attachment B

Memorandum

TO: Partnership Jurisdictions Expecting to Receive
OBAG Funding

DATE: July 16, 2012

FR: Sean Co

RE: One Bay Area Grant: Complete Streets Required Elements

The One Bay Area Grant (OBAG) Complete Streets requires agencies to incorporate the elements listed in Attachment A into a council/board of supervisors-adopted resolution by January 31, 2013. Jurisdictions are encouraged to develop the best policy that fits within the context of their local area in consultation with affected departments and stakeholders and to go beyond the required elements to accommodate all users of the roadway network. Language in the elements is general to allow jurisdictions the flexibility they need to develop their own policy. For example there are no specific exceptions for complete streets in the MTC requirements so agencies can define their own. Jurisdictions may also meet this requirement by having adopted a General Plan that complies with the California Complete Streets Act of 2008.

For the next round of One Bay Area Grants (anticipated in 2015), the OBAG program will require jurisdictions to update the circulation element of their general plan consistent with the Complete Streets Act to maintain eligibility for these funds.

To assist agencies in developing their own resolution, MTC with assistance from [ChangeLab Solutions](#), has developed a sample resolution of support. Jurisdictions are encouraged to adapt the elements and language of the sample resolution to meet their own circumstances and plans. This sample resolution is included as Attachment B. As an example of sample language of an adopted complete streets policy, the City of Baldwin Park's policy is included as Attachment C.

J:\PROJECT\Ped and Bike\Complete Streets Update\complete streets OBAG reso guidance final.docx

Attachment A:
Elements Required of a Complete Streets Resolution to Comply with the One Bay Area Grant
(Revised July 1, 2012)

To receive funding through the OneBayArea Grant (OBAG) program, a jurisdiction must have either updated its General Plan to comply with the Complete Streets Act of 2008 or adopted a complete streets Resolution that incorporates all nine of the following elements.

Complete Streets Principles

1. **Serve all Users** - All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use, ~~whenever possible while promoting safe and accessible operations for all users.~~
2. **Context Sensitivity** – The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents and ~~merchants~~ businesses to ensure that a strong sense of place is maintained.
3. **Complete Streets in all Departments** – All departments in the jurisdiction *and outside agencies* whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential complete streets opportunities could apply to projects such as, transportation projects, road rehabilitation, new development, utilities, etc.
4. **All Projects/Phases** - The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

Implementation

5. **Plan Consultation** –Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and ~~or~~ transportation plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.
6. **Street Network/Connectivity** - The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network should include non-motorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).
7. **BPAC Consultation** - Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar *public* advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)
8. **Evaluation** – City *and county* will establish a means to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets policies. For example tracking the number of miles of bike lanes and sidewalks, numbers of street crossings, signage etc.

Exceptions

9. **Process**– Plans or projects that seek exemptions from the complete streets approach outlined in prior sections must provide written finding of why accommodations for all modes were not included in the project. The memorandum should be signed off by the Public Works Director or equivalent high level staff person. Plans or projects that are granted exceptions must be made publically available for review.

Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA)
 Accommodating Bicycle and Pedestrian Travel
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

Attachment B:
Sample MTC Complete Streets Sample Resolution
for Bay Area Cities and Counties

ChangeLab Solutions & MTC
<http://changelabsolutions.org/>

Resolution No. _____

**A RESOLUTION OF THE [City Council/Board of Supervisors] OF THE [Jurisdiction] ADOPTING
 A COMPLETE STREETS POLICY**

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, or freight]*;

WHEREAS, [Jurisdiction] acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, [Jurisdiction] recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities;

WHEREAS, [Jurisdiction] therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, BE IT RESOLVED, by the [City Council/Board of Supervisors] of [Jurisdiction], State of California, as follows:

1. That the [Jurisdiction] adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.

2. That the next substantial revision of the [Jurisdiction] General Plan circulation shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

PASSED AND ADOPTED by the [City Council/Board of Supervisors] of the [Jurisdiction], State of California, on _____, 201_, by the following vote:

Attachment: Exhibit A

SAMPLE

Exhibit A

This Complete Streets Policy was adopted by Resolution No. _____ by the [City Council/Board of Supervisors] of the [Jurisdiction] on _____, 201__.

COMPLETE STREETS POLICY OF [JURISDICTION]**A. Complete Streets Principles**

1. **Complete Streets Serving All Users.** [Jurisdiction] expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, freight, etc.]*.
2. **Context Sensitivity.** In planning and implementing street projects, departments and agencies of [Jurisdiction] shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, and road diets *[, as well as other features such as insert other accommodations if desired] [, and those features identified in insert name of Pedestrian/Bicycle Master Plan if it exists]*.
3. **Complete Streets Routinely Addressed by All Departments.** All relevant departments and agencies of [Jurisdiction] shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.
4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C. 1 of this policy.

B. Implementation

1. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, except that where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant department provides written approval explaining the basis of such deviation. If [Jurisdiction] has a Bicycle and Pedestrian Advisory Committee, such deviations shall be presented to the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to ensure the Bicycle and Pedestrian Advisory Committee has an opportunity to provide comments and recommendations.

2. **Street Network/Connectivity.** As feasible, [Jurisdiction] shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users and to create employment, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.
3. **Bicycle and Pedestrian Advisory Committee Consultation.** If [Jurisdiction] has a Bicycle and Pedestrian Advisory Committee, transportation projects shall be reviewed by the Bicycle and Pedestrian Advisory Committee early in the planning and design stage, to provide the Bicycle and Pedestrian Advisory Committee an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
4. **Evaluation.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of [Jurisdiction] are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exemptions

1. **Leadership Approval for Exemptions.** Projects that seek Complete Streets exemptions must provide written finding of why accommodations for all modes that were not included in the project and signed off by the Public Works Director or equivalent high level staff person. Projects that are granted exceptions must be made publically available for review. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

SAMPLE

Attachment C: Alameda CTC Considerations for Complete Streets Next Steps

This attachment provides a more extensive description of considerations that Alameda CTC could take in implementing Complete Streets in Alameda County, as well as a summary of the complete streets requirements from different levels of government.

Alameda CTC Complete Streets Considerations: Alameda CTC held a Complete Streets Workshop on June 19, 2012 with the purpose of creating a common understanding of complete streets; initiating dialogue among Alameda County jurisdictions on complete streets policies, resources and implementation; and identifying varying levels of need for support in implementing complete streets. Seventy regional, county, and city planners and engineers; local transit agency staff; advocates; and consultants gathered to discuss the realities of implementing complete streets policies within Alameda County jurisdictions and agencies.

Based on the feedback heard at the workshop, the requirements for local jurisdictions, and the additional resources needed to effectively implement complete streets, Alameda CTC may consider the following actions and tasks to move forward with complete streets development and implementation in Alameda County. These items attempt to address all of the challenge areas and desired resources heard at the workshop. Implementation will depend on funding availability, which will be determined over the next few months, including OBAG and other funding sources. These items would require further refinement with input from stakeholders, through existing Alameda CTC committees, such as ACTAC, PAPCO and BPAC.

Local Assistance:

- Provide technical assistance and trainings to local jurisdictions to develop, adopt, and implement local complete streets policies. This could take many forms, including:
 - A half-day conference on complete streets implementation. The final topics would be selected in consultation with stakeholders.
 - A local best practices online resource that would allow sharing of details on Alameda County jurisdiction's policies and designs that support complete streets, such as bicycle parking ordinances, and innovative designs for transit, bicycle and pedestrian facilities. This would be a living document, with information, including project/program contact info, regularly being added.
 - An interactive countywide Complete Streets website that could be used by stakeholders to share their successes, learn from shortcomings, and transfer technical learning.
 - A review and assessment of the most effective and implementable existing guidelines/standards/best practices that are available for use by local jurisdictions as appropriate. Alameda CTC could consider supplementing existing guidelines, as needed, to meet the needs of the county.
 - Coordination with MTC on their complete streets workshops in fall 2012.
- Promote information sharing on complete streets between local jurisdictions via regular forums, such as ACTAC and the Pedestrian Bicycle Working Group meetings.

- Provide tools and resources to assist local jurisdictions with educating the public and elected officials on complete streets, including:
 - Presentation templates
 - Survey tools to help determine local priorities
 - Web-based resources that highlight success stories and case studies
 - A complete streets workshop specifically targeted to elected officials in Alameda County
 - Presentation on Complete Streets for local elected officials and the public that also fosters a consistent message for entire county
 - Development of packages of complete streets educational materials tailored to specific needs or concerns of each local jurisdiction, and meetings with local officials to discuss them
- Support local jurisdictions in monitoring and assessing how they are meeting complete streets goals by taking on or continuing these data collection-related roles:
 - Continuing and expanding the annual countywide bicycle/pedestrian count program.
 - Using GIS to track local and countywide bicycle and pedestrian facility implementation.
 - Exploring the appropriate measures to address other modes (transit, goods movement).
- Provide support to local jurisdictions in complying with the California Complete Streets Act, such as by providing forums to clarify the state requirement.

Alameda CTC internal actions:

- Adopt an internal (Alameda CTC) Complete Streets policy, which would address the programming of funds and, where applicable, project implementation.
- Provide education of Alameda CTC Board members on complete streets through periodic presentations at Committee and Board meetings. This will support increasing the knowledge and common approach to complete streets at the local level, as the Board members bring their knowledge back to the communities.
- Develop Alameda CTC Complete Streets guidelines

Monitoring:

- Monitor local adoption of complete streets policy resolutions through January 2013.
- Monitor local updates of General Plans to incorporate complete streets, per state law and the MTC requirement, through 2015.
- Set up a method for monitoring implementation of complete streets at the county level. Focus on those policies and improvements that are most effective, where investments are most beneficial, and determine what metrics should be measured over time. The National Complete Streets Coalition is currently working on implementation metrics which the Alameda CTC could adapt and use to document local projects. One example is the Denver Regional Transportation District (RTD), which developed a Quality of Life Index as another kind of metric for assessing outcomes. The agency reports on progress annually and maintains an ongoing database to track trends over time.

Summary of state, regional and county policy requirements: Since Complete Streets is becoming a requirement at many levels of government, this section is intended to summarize its requirements from a state, regional and local level.

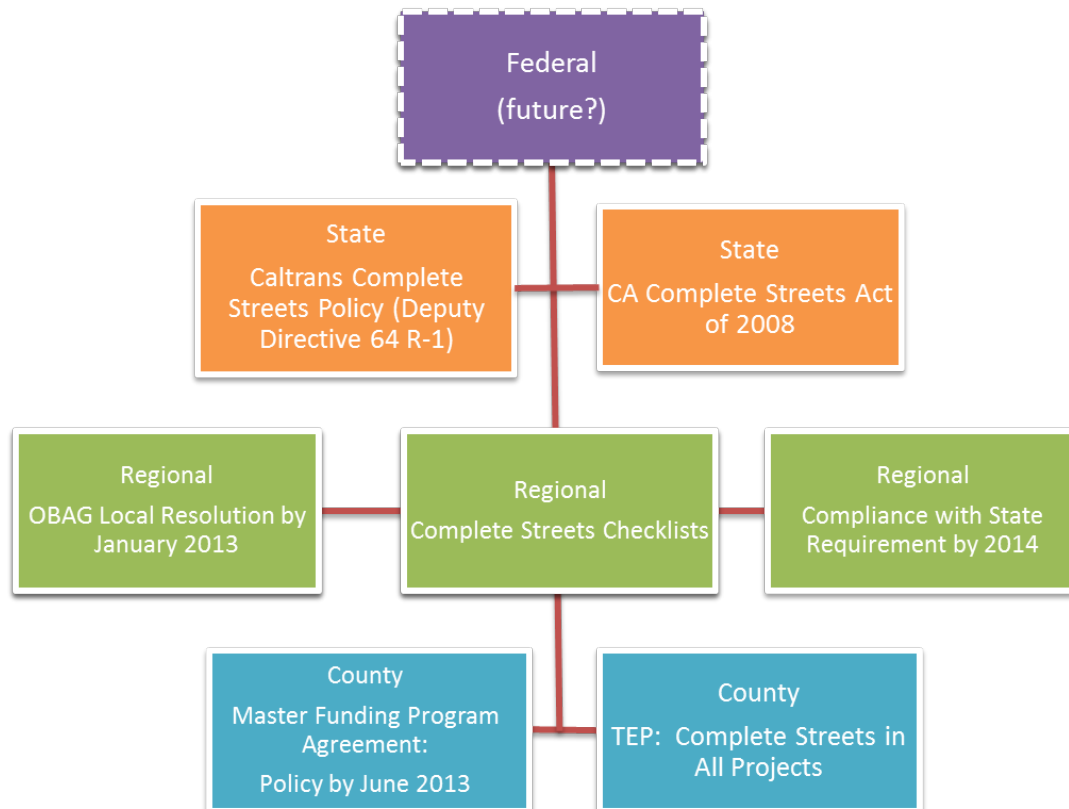
There are three complete streets requirements in place today that impact Alameda County jurisdictions as described below and shown in Figure 1:

- *State:* California Complete Streets Act of 2008 (Assembly Bill 1358)
This law, which took effect in January 2011, requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users. This must be done at the time that any substantive revisions of the circulation element in the general plan are made. The state Office of Planning and Research has developed guidance for locals to comply with the law. Local agencies must self-certify if they believe their current circulation element complies with the law. More info: http://leginfo.ca.gov/pub/07-08/bill/asm/ab_1351-1400/ab_1358_bill_20080930_chaptered.html
- *Regional:* MTC requires that any jurisdiction receiving OBAG funding must, by January 31, 2013, either adopt a complete streets policy resolution that is consistent with regional guidelines, or have a general plan circulation element that is in compliance with the state Complete Streets Act. MTC has developed nine policy elements that must be included in a resolution; a discussion of these elements as they compare to Alameda CTC requirements is included in a separate agenda.
- *County:* The current Master Program Funding Agreements (MPFA's) between Alameda CTC and all local jurisdictions in Alameda County, which allows the distribution of local sales tax and Vehicle Registration Fee (VRF) pass-through funding, includes a complete streets policy requirement. Local jurisdictions must have an adopted complete streets policy, or demonstrate that a policy is being developed and will be adopted, by June 30, 2013. This policy should include the ten "Elements of an Ideal Complete Streets Policy" developed by the National Complete Streets Coalition. These elements, and their relationship to the nine required MTC complete streets elements, are described in a separate agenda item. In addition, the MPFAs require that jurisdictions comply with the state Complete Streets Act, but there is no Alameda CTC deadline for this action. The Alameda CTC MPFAs were executed prior to OBAG adoption, and the guidance for complete streets in the MPFAs will also be incorporated into the complete streets resolution in coordination with MTC and local jurisdictions, so that the resolution will address both Alameda CTC and MTC requirements.

In addition to these existing complete streets requirements, there are several possible future requirements, as well. The 2012 Transportation Expenditure Plan (TEP), which will be on the November ballot, includes a complete streets requirement for all projects included in the TEP. It states: "It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements

and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.” Finally, although there is currently no federal complete streets requirement in the newly adopted federal transportation bill, one was proposed in the draft bill, inferring that in the future there could be a federal requirement.

Figure 1: Complete Streets Requirements in Alameda County



A separate agenda item includes a draft Alameda CTC complete streets resolution and more detailed discussion of how the MTC and Alameda CTC policy requirements relate to each other.

Appendix A-6: PDA Investment & Growth Strategy

MTC shall consult with the CMAs and amend the scope of activities identified below, as necessary, to minimize administrative workload and to avoid duplication of effort. This consultation may result in specific work elements shifting to MTC and/or ABAG. Such changes will be formalized through a future amendment to this appendix.

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require different strategies. Some of the planning activities noted below may be appropriate for CMAs to consider for jurisdictions or areas not currently designated as PDAs if those areas are still considering future housing and job growth. Regional agencies will provide support, as needed, for the PDA Investment & Growth Strategies. The following are activities CMAs need to undertake in order to develop a project priority-setting process:

(1) Engaging Regional/Local Agencies

- Develop or continue a process to regularly engage local planners and public works staff. Encourage community participation throughout the planning process and in determining project priorities
- Participate as a TAC member in local jurisdiction planning processes funded through the regional PDA Planning Program or as requested by jurisdictions. Partner with MTC and ABAG staff to ensure that regional policies are addressed in PDA plans.
- Help develop protocols with MTC, ABAG and Air District staff to assess toxic-air contaminants and particulate matter, as well as related mitigation strategies, as part of regional PDA Planning Program.

(2) Planning Objectives – to Inform Project Priorities

- Keep apprised of ongoing transportation and land-use planning efforts throughout the county
- Encourage local agencies to quantify infrastructure needs and costs as part of their planning processes
- Encourage and support local jurisdictions in meeting their housing objectives established through their adopted Housing Elements and RHNA.
 - *Short-term:* By May 1, 2013, analyze progress of local jurisdictions in implementing their housing element objectives and identify current local housing policies that encourage affordable housing production and/or community stabilization.
 - *Long-term:* Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals¹. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently does not provide for a mix of income-levels, any recommend policy changes should be aimed at promoting affordable housing. If the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization. This analysis will be coordinated with related work conducted through the Housing and Urban Development (HUD) grant awarded to the region in fall 2011.

(3) Establishing Local Funding Priorities - Develop funding guidelines for evaluating OBAG projects that support multi-modal transportation priorities based on connections to housing, jobs and commercial activity. Emphasis should be placed on the following factors when developing project evaluation criteria:

¹ Such as inclusionary housing requirements, city-sponsored land-banking for affordable housing production, “just cause eviction” policies, policies or investments that preserve existing deed-restricted or “naturally” affordable housing, condo conversion ordinances that support stability and preserve affordable housing, etc.

- **Projects located in high impact project areas.** Key factors defining high impact areas include:
 - a. Housing – PDAs taking on significant housing growth in the SCS (total number of units and percentage change), including RHNA allocations, as well as housing production
 - b. Jobs in proximity to housing and transit (both current levels and those included in the SCS),
 - c. Improved transportation choices for all income levels (reduces VMT), proximity to quality transit access, with an emphasis on connectivity (including safety, lighting, etc.)
 - d. Consistency with regional TLC design guidelines or design that encourages multi-modal access: http://www.mtc.ca.gov/planning/smart_growth/tlc/2009_TLC_Design_Guidelines.pdf
 - e. Project areas with parking management and pricing policies
- **Projects located in Communities of Concern (COC)** – favorably consider projects located in a COC see: <http://geocommons.com/maps/110983>
- **PDAs with affordable housing preservation and creation strategies** – favorably consider projects in jurisdictions with affordable housing preservation and creation strategies or policies
- **PDAs that overlap with Air District CARE Communities and/or are in proximity to freight transport infrastructure** – Favorably consider projects located in PDAs with highest exposure to particulate matter and toxic air contaminants where jurisdictions employ best management practices to mitigate exposure.

Process/Timeline

CMAs develop PDA Investment & Growth Strategy	June 2012 – May 2013
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall 2013
CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances.	May 2014, Ongoing

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\RES-4035_Attach-A.doc

Attachment E: Alameda CTC One Bay Area Grant Program Outreach and Implementation Schedule

Date	Outreach Audience ¹	Subject	Public Meeting(s)	Website	Publication	Media	Event	Email Outreach
June 2012	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission Partner agencies and stakeholders 	Overall agency workplan for policy, planning and programming, including OBAG	✓	✓	✓			
July 2012	<ul style="list-style-type: none"> Specific webpage for OBAG Grant Program ED Report Alameda CTC E-newsletter 	Complete streets workshop Publication of OBAG implementation schedule Initial development of PDA inventory and survey	✓	✓	✓			
August 2012	<ul style="list-style-type: none"> Notifications to technical and public outreach stakeholders of OBAG schedule and upcoming actions Fact sheet development 	Fact sheet, webpage update, email communications Develop draft PDA Inventory	✓	✓	✓			✓
September 2012	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO E-newsletter publication ED Report publication Press release on OBAG Outreach events 	Overall OBAG approach, policy discussion and feedback from Commission and Committees. Complete streets draft policy	✓	✓	✓	✓	✓	✓
October 2012	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission ED Report publication Outreach events 	Initial Draft OBAG Program Guidelines Draft PDA Strategic Plan	✓	✓	✓		✓	✓
November /December 2012	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission 	Final Complete Streets Policy Draft OBAG Program guidelines and project and program selection criteria and process	✓	✓	✓		✓	✓

¹ Acronyms Defined: ED: Executive Director Report; OBAG: One Bay Area Grant; PDA: Priority Development Area; PPLC: Policy, Planning and Legislation Committee; PPC: Projects and Programming Committee; BPAC: Bicycle and Pedestrian Advisory Committee; CAC: Community Advisory Committee; CWC: Citizens Watchdog Committee; PAPCO: Paratransit Advisory and Planning Committee;

	<ul style="list-style-type: none"> ED Report publication E-newsletter Outreach events 	Draft Final PDA Strategic Plan								
December 2012/January 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission ED Report publication Outreach events 	Final OBAG Program adoption including guidelines and project and program selection criteria and process	✓	✓	✓	✓	✓	✓	✓	✓
January 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO E-newsletter publication ED Report publication Press release on OBAG Outreach events 	PDA Growth and Investment Strategy update Report on Complete Streets Policy approvals by jurisdictions Update on Programming	✓	✓	✓	✓	✓	✓	✓	✓
February 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission ED Report publication Outreach events 	Initial Draft PDA Growth and Investment Strategy Draft	✓	✓	✓	✓	✓	✓	✓	✓
March 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) E-newsletter publication ED Report publication Outreach events 	Update on Programming Final Draft PDA Growth and Investment Strategy to Commission Update on Programming	✓	✓	✓	✓	✓	✓	✓	✓
April 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) ED Report publication Outreach events 	Final PDA Growth and Investment Strategy Adoption by Alameda CTC and submission to MTC Draft OBAG programming recommendation	✓	✓	✓	✓	✓	✓	✓	✓
May/June 2013	<ul style="list-style-type: none"> Alameda County Technical Advisory Committee Alameda CTC PPLC, PPC, and Commission BPAC, CAC, CWC, PAPCO (per regular schedules) ED Report publication Press release on OBAG Outreach events 	Final Board approval of OBAG programming Submission of OBAG programming to MTC	✓	✓	✓	✓	✓	✓	✓	✓

OUTREACH SCHEDULE SUBJECT TO CHANGE

\\PPC\2012\09-10-12\1B_OneBayAreaGrant_ACT Implementation\5A_Attach_E_OBAG Outreach and Implementation Schedule.docx



Memorandum

DATE: August 28, 2012
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs
Rochelle Wheeler, Countywide Bicycle and Pedestrian Coordinator
RE: Review of Draft Alameda CTC Complete Streets Policy Elements

Recommendation

This item is for information only. ACTAC is requested to review and provide feedback on the draft complete streets elements for jurisdictions to include in their local complete streets policies to be compliant with both Alameda CTC and One Bay Area Grant (OBAG) requirements.

Summary

The Alameda CTC Master Program Funding Agreements (MPFAs), adopted by Alameda CTC in December 2011, require that all local jurisdictions adopt a complete streets policy by June 30, 2013. Five months after Alameda CTC's adoption of the MPFAs, the Metropolitan Transportation Commission, via OBAG, established a requirement for local jurisdictions to adopt a complete streets policy, by January 31, 2013, five months before the Alameda CTC requirement. Alameda CTC staff drafted ten policy elements (see Attachment A) to be required for local jurisdictions in Alameda County be compliant with the MPFA requirement, which directs the inclusion of the ten elements of a successful complete streets policy described by the National Complete Streets Coalition. Alameda CTC has written its policy elements to also incorporate the MTC required elements, so that local jurisdictions may adopt one resolution that meets both agency requirements. To assist local jurisdictions in adopting a policy resolution, staff developed a sample resolution which may be used by jurisdictions (see Attachment B).

ACTAC is requested to provide input on the draft policy elements, the sample resolution, and also the deadline for adoption of the policy, as described further below.

Background

Complete streets are generally defined as streets that are safe, convenient and inviting for all users of the roadway, including pedestrians, bicyclists, motorists, persons with disabilities, movers of commercial goods, users and operators of public transit and emergency services, seniors, and children. A complete street is the result of comprehensive planning, programming, design, construction, operation, and maintenance, and should be appropriate to the function and context of the street.

Building streets for all users has many benefits, including improving safety for all users, especially children and seniors; encouraging walking, bicycling and using transit; improving air

quality; reducing greenhouse gas emissions; improving the health of the community by increasing physical activity; and supporting economic development and public safety.

Complete Streets, as an approach, is now being used around the country; there are almost 400 communities of all sizes, from states to small rural towns, with complete streets policies, resolutions or ordinances.

Alameda CTC and MTC Complete Streets requirements

The current Master Program Funding Agreements (MPFAs) between Alameda CTC and all local jurisdictions in Alameda County, which allows the distribution of local sales tax pass-through and Vehicle Registration Fee (VRF) funding, includes a two-part complete streets requirement, as follows:

To receive Measure B and VRF funds, local jurisdictions must do both of the following with respect to Complete Street policies:

- 1. Have an adopted complete streets policy, or demonstrate that a policy is being developed and will be adopted by June 30, 2013. This policy should include the "Elements of an Ideal Complete Streets Policy" developed by the National Complete Streets Coalition.*
- 2. Comply with the California Complete Streets Act of 2008. The California Complete Streets Act (AB1358) requires that local general plans do the following:*
 - a. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.*
 - b. For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.*

Adopted five months after the Alameda CTC requirement, MTC instituted a Complete Streets policy resolution requirement for any jurisdiction that wishes to receive OBAG funding. The OBAG requirements, like the Alameda CTC requirements, address both the adoption of a policy and compliance with the state Complete Streets Act. Unlike the Alameda CTC requirement, OBAG has established a deadline for complying with the state Complete Streets Act by October 31, 2014, as part of Resolution 4035.

To be eligible for OBAG funds, a jurisdiction will need to address complete streets policies at the local level through the adoption of a complete streets policy resolution no later than January 31, 2013. A jurisdiction can also meet

this requirement through a general plan that complies with the Complete Streets Act of 2008. As discussed below, jurisdictions will be expected to have a general plan that complies within the Complete Streets Act of 2008 to be eligible for the next round of funding. (page 12 of Resolution 4035)

...For the OBAG cycle subsequent to FY 2015-16, jurisdictions must adopt housing elements by October 31, 2014...therefore, jurisdictions will be required to have General Plans with approved housing elements and that comply with the Complete Streets Act of 2008 by that time to be eligible for funding. This schedule allows jurisdictions to meet the housing and complete streets policies through one general plan amendment (page 13 of Resolution 4035).

Alameda CTC and MTC Complete Streets Policy requirements

At this time, Alameda CTC is focused on developing guidance for what should be included in a complete streets policy that will meet the Alameda CTC requirement in the MPFAs, and also allow jurisdictions to simultaneously comply with the MTC requirement. Alameda CTC is committed to supporting local jurisdictions in this first step of creating complete streets, which is to have adopted policies, and ultimately working towards seeing that complete streets are successfully implemented throughout the county. In developing a policy, the NCSC states that “the most effective Complete Streets laws or policies primarily engage decision makers in an appropriate role of setting a new standard of intent and defining desired outcomes...”¹

Attachment A presents the draft Alameda CTC required policy elements. They are closely based on the National Complete Streets Coalition (NCSC) elements of an ideal complete streets policy, which are referenced in the MPFAs. The NCSC elements are based on national best practices and have been evaluated for which are the most effective in resulting in complete streets implementation. As stated by the NCSC, their ten elements can be divided into four categories²:

- ‘Pre-policy’ work of establishing a compelling **vision**;
- Creating a strong **core commitment** to providing for all users and modes in all projects;
- Rounding out that directive with supporting **best practices**; and
- Planning next steps for policy **implementation**.

For each policy element, the complimentary NCSC policy and also the relevant MTC policy are listed for comparison in Attachment A, and notes are provided explaining any differences. Jurisdictions are encouraged to develop the best policy that fits within the context of their local area in consultation with affected departments and stakeholders, and to go beyond the required elements, as feasible and desired.

As shown in Attachment A, the Alameda CTC and MTC policy requirements are similar in some ways and distinct in others. Alameda CTC has drafted its policy requirement with the goal of ensuring that its requirement is complimentary to and consistent with the MTC requirement, so that jurisdictions only need to adopt one policy to be in compliance with both requirements.

¹ *Complete Streets Policy Analysis 2010*, National Complete Streets Coalition

² *Complete Streets Policy Analysis 2011*, National Complete Streets Coalition

A draft sample resolution is provided in Attachment B that can be used by a jurisdiction as a starting point towards developing and adopting a complete streets policy. While Alameda CTC does not require that the complete streets policy be adopted by resolution, MTC does have this requirement, and this sample resolution is based closely on the sample that MTC developed for use by jurisdictions in complying with their complete streets requirement. Note that the sample resolution is being provided to assist local jurisdictions, and that neither agency requires that this exact language be used. Local jurisdictions may modify the resolution language, as appropriate, while ensuring that the final policy language meets the intent of the Alameda CTC complete streets policy element requirement.

Timing for Policy Adoption

Currently, the MTC requirement for a complete streets policy adoption is January 31, 2013, while the Alameda CTC requirement is for June 30, 2013, a five month difference. Since the Alameda CTC MPFAs, with the June 30th deadline, were executed prior to OBAG adoption, it may be possible for Alameda County jurisdictions to be granted more time to adopt local complete streets policies. ACTAC members are requested to provide staff with feedback on whether or not more time is desirable, and if so, how much more time would be useful.

Resources

Alameda CTC wants to ensure that local jurisdictions have the resources they need to adopt and implement successful complete streets policies. As described in the previous agenda item on OBAG, a package of technical tools, assistance and resources are being considered. In addition, Alameda CTC has recently added a complete streets page to its website, listing many of the best complete streets resources available for both developing local policies and for implementation. Jurisdictions are especially encouraged to review the following two NCSC documents which include links to hundreds of complete streets policies around the country providing specific language examples, and also provide a step-by-step guide to developing a local policy:

- “Complete Streets Policy Analysis 2011”
 - <http://www.completestreets.org/webdocs/resources/cs-policyanalysis.pdf>
- “Complete Streets Local Policy Workbook”
 - <http://www.completestreets.org/webdocs/resources/cs-policyworkbook.pdf>

Additional resources are available on Alameda CTC’s website that were shared at an Alameda CTC Complete Streets Workshop on June 19, 2012. The purpose of the workshop was to create a common understanding of complete streets; initiate dialogue among Alameda County jurisdictions on complete streets policies, resources and implementation; and identify varying levels of need for support in implementing complete streets.

At a regional level, MTC will be offering complete streets workshops throughout the region this fall, including in Alameda County.

Attachments:

Attachment A: Draft Alameda CTC Complete Streets Policy Elements with comparison to Other Policy Elements

Attachment B: Draft Sample for Alameda CTC Complete Streets Resolution

Attachment C: MTC Required Complete Streets Policy Elements

Attachment A: DRAFT Alameda CTC Complete Streets Policy Requirement with Comparisons to Other Policy Elements

August 28, 2012

	DRAFT Alameda CTC Complete Streets Policy Requirement	National Complete Streets Coalition (NCSC) Complete Streets Elements (referenced in Master Program Funding Agreements)	MTC Required Elements of a Complete Streets Resolution to Comply with OBAG	NOTES on differences between Alameda CTC, NCSC and MTC elements
1	Vision: A clear and strong vision that is based on local needs and goals. Language must contain a direct statement that all transportation improvements “must,” “shall,” or “will” be planned, funded, designed, constructed, operated, and maintained to provide safe mobility for all users, appropriate to the function and context of the facility.	Vision: Includes a <u>vision</u> for how and why the community wants to complete its streets.	Included in “serve all users” element, below.	A vision statement is required, as it will clearly define the goals and intent of the community. The ACTC language is based on Caltrans’ complete streets policy (Deputy Directive 64, Revision 1).
2	All Users and Modes: All users (referenced above) will include pedestrians, bicyclists, persons with disabilities, seniors, children, motorists, movers of commercial goods, users and operators of public transportation, and emergency responders.	All Users and Modes: Specifies that ‘ <u>all users</u> ’ include pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles.	Serve all Users: All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use.	The ACTC policy element more closely aligns with the intent of the NCSC element, while meeting the goals of the MTC element when combined with the <i>Vision</i> element above.
3	All Projects/Phases: The policy applies to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.	All Projects/Phases: Applies to <u>both new and retrofit</u> projects, including design, planning, maintenance, and operations, for the entire right of way.	All Projects/Phases: The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.	No changes to MTC element.
4	Exceptions: Plans or projects that seek exemptions from the Complete Streets policy must provide a written finding of why accommodations for all users and modes were not included in the plan or project. The memorandum shall be approved by the Public Works Director or an equivalent senior-level department head. Plans or projects that are granted exceptions must be made publically available for review. Specific exceptions may be listed.	Exceptions: Makes <u>any exceptions</u> specific and sets a clear procedure that requires high-level approval of exceptions.	Process: Plans or projects that seek exemptions from the complete streets approach outlined in prior sections must provide written finding of why accommodations for all modes were not included in the project. The memorandum should be signed off by the Public Works Director or equivalent high level staff person. Plans or projects that are granted exceptions must be made publically available for review.	ACTC element strengthens and streamlines the MTC language.
5	Network/Connectivity: The transportation system should provide a comprehensive, integrated and connected network of facilities for all modes of travel. A well-connected network should include non-motorized connectivity to schools, transit, parks, commercial areas, and civic destinations.	Connectivity: Encourages <u>street connectivity</u> and aims to create a comprehensive, integrated, connected network for all modes.	Street Network/Connectivity: The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network should include nonmotorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).	ACTC element strengthens and streamlines the MTC language.

	DRAFT Alameda CTC Complete Streets Policy Requirement	National Complete Streets Coalition (NCSC) Complete Streets Elements (referenced in Master Program Funding Agreements)	MTC Required Elements of a Complete Streets Resolution to Comply with OBAG	NOTES on differences between Alameda CTC, NCSC and MTC elements
6	Jurisdiction: All departments in the jurisdiction whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. As well, the jurisdiction will work in coordination with other agencies, transit districts and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation in designing and building transportation projects.	Jurisdiction: Is adoptable by <u>all agencies</u> to cover <u>all roads</u> .	Complete Streets in all Departments: All departments in the jurisdiction and outside agencies whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential complete streets opportunities could apply to projects such as, transportation projects, road rehabilitation, new development, utilities, etc.	ACTC element streamlines the MTC language and adds the intent of the NCSC element to apply to coordination between multiple agencies.
7	Design: The jurisdiction will define and generally follow its own accepted or adopted design standards, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.	Design: Directs the use of the <u>latest</u> and <u>best design</u> criteria and guidelines while recognizing the need for flexibility in balancing user needs.	None.	An ACTC element is included, to follow the NCSC element, even though no MTC element included.
8	Context Sensitivity: The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents, merchants and other stakeholders to ensure that a strong sense of place is maintained.	Context Sensitivity: Directs that Complete Streets solutions will <u>complement the context</u> of the community.	Context Sensitivity: The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents and businesses to ensure that a strong sense of place is maintained.	Essentially no changes to MTC element.
9	Performance Measures: Jurisdiction will establish performance measures, and identify a means to collect data for the measures, to evaluate the implementation of the complete streets policy. Examples include tracking the number of miles of bicycle lanes and sidewalks, numbers of street crossings, transit ridership, etc. Specific measures should be listed.	Performance Measures: Establishes <u>performance measures</u> with measurable outcomes.	Evaluation: City and county will establish a means to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets policies. For example tracking the number of miles of bike lanes and sidewalks, numbers of street crossings, signage etc.	ACTC element strengthens and streamlines the MTC language.
10	Implementation Next Steps: Jurisdiction will include a list of specific next steps for implementation of the Complete Streets policy. Implementation actions will include that any proposed improvements will be evaluated for consistency with all local plans, including bicycle, pedestrian and/or transit plans, and any other plans that affect the right-of- way. Implementation actions will also include that public input on projects and plans shall be solicited from stakeholders, including local bicycle and pedestrian advisory committees (BPACs) and other advisory groups, in an early project development phase.	Implementation Plan: Includes <u>specific next steps</u> for implementation of the policy.	Plan Consultation: Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and transportation plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.	ACTC element streamlines the MTC language, incorporating both <i>Plan Consultation</i> and <i>BPAC Consultation</i> elements into one element, and adds the intent of the NCSC element to create a plan for specific next steps.
		Implementation Plan (see above)	BPAC Consultation: Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar public advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)	

Sample
Alameda County Transportation Commission
Complete Streets Resolution
for Alameda County Jurisdictions

Resolution No. _____

**A RESOLUTION OF THE [City Council/Board of Supervisors] OF THE [Jurisdiction] ADOPTING
A COMPLETE STREETS POLICY**

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, emergency vehicles, or freight]*;

WHEREAS, [Jurisdiction] recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability;

WHEREAS, [Jurisdiction] acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental wellbeing of their communities;

WHEREAS, the Metropolitan Transportation Commission, through its OneBayArea Grant (OBAG) program, described in Resolution 4035, requires that all jurisdictions, to be eligible for OBAG funds, need to address complete streets policies at the local level through the adoption of a complete streets policy resolution or through a general plan that complies with the California Complete Streets Act of 2008;

WHEREAS, the Alameda County Transportation Commission, through its Master Program Funding Agreements with local jurisdictions, requires that all jurisdictions must have an adopted complete streets policy, which should include the “Elements of an Ideal Complete Streets Policy” developed by the National Complete Streets Coalition, in order to receive Measure B pass-through and Vehicle Registration Fund funding;

WHEREAS, [Jurisdiction] therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, BE IT RESOLVED, by the [City Council/Board of Supervisors] of [Jurisdiction], State of California, as follows:

1. That the [Jurisdiction] adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the next substantial revision of the [Jurisdiction] General Plan circulation shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

PASSED AND ADOPTED by the [City Council/Board of Supervisors] of the [Jurisdiction], State of California, on _____, 201_, by the following vote:

Attachment: Exhibit A

Exhibit A

This Complete Streets Policy was adopted by Resolution No. _____ by the [City Council/Board of Supervisors] of the [Jurisdiction] on _____, 201__.

COMPLETE STREETS POLICY OF [JURISDICTION]

[Insert VISION statement here.]

A. Complete Streets Principles

1. Complete Streets Serving All Users and Modes. [Jurisdiction] expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families *[insert other significant local users if desired, e.g. drivers of agricultural vehicles, freight, etc.]*.

2. Context Sensitivity. In planning and implementing street projects, departments and agencies of [Jurisdiction] shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as traffic calming circles, transit bulb outs, and road diets [, as well as other features such as *insert other accommodations if desired*] [, and those features identified in *insert name of Pedestrian/Bicycle Master Plan if it exists*].

3. Complete Streets Routinely Addressed by All Departments. All relevant departments and agencies of [Jurisdiction] shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. The following projects provide opportunities: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, and maintenance of landscaping/related features.

4. All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

B. Implementation

1. Design. [Jurisdiction] will generally follow its own accepted or adopted design standards, including *[list names here]*, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

2. Network/Connectivity. [Jurisdiction] shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for existing and anticipated future areas of travel origination or destination.

3. **Implementation Next Steps.** [Jurisdiction] will take the following specific next steps to implement this Complete Streets Policy:

- A. Plan Consultation and Consistency: Maintenance, planning, and design of projects affecting the transportation system shall be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans.
- B. Stakeholder Consultation: Public input on projects and plans shall be solicited from stakeholders, including, but not limited to, local bicycle and pedestrian advisory committees (BPACs) and/or other advisory groups, in an early project development phase to provide the stakeholders with an opportunity to provide comments and recommendations regarding Complete Streets features to be incorporated into the project.
- C. *[Add additional specific next steps here.]*

4. **Performance Measures.** All relevant agencies or departments shall perform evaluations of how well the streets and transportation network of [Jurisdiction] are serving each category of users by collecting baseline data and collecting follow-up data on a regular basis.

C. Exemptions

1. **Leadership Approval for Exemptions.** Projects and plans that seek exemptions from this Complete Streets policy must provide a written finding of why accommodations for all modes were not included in the project and must be signed off by the Public Works Director or equivalent senior-level department head. Projects that are granted exceptions must be made publically available for review. *[Specific exceptions can be listed here. Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA) Accommodating Bicycle and Pedestrian Travel*

(http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm). In addition, the National Complete Streets Coalition's "Policy Analysis 2011"

(<http://www.completestreets.org/webdocs/resources/cs-policyanalysis.pdf>) provides direction on appropriate categories of exceptions.]

Attachment A:
Elements Required of a Complete Streets Resolution to Comply with the One Bay Area Grant
(Revised July 1, 2012)

To receive funding through the OneBayArea Grant (OBAG) program, a jurisdiction must have either updated its General Plan to comply with the Complete Streets Act of 2008 or adopted a complete streets Resolution that incorporates all nine of the following elements.

Complete Streets Principles

1. **Serve all Users** - All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use, ~~whenever possible while promoting safe and accessible operations for all users.~~
2. **Context Sensitivity** – The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential or business district or urban, suburban or rural. Project planning, design and construction of complete streets projects should include working with residents and ~~merchants~~ businesses to ensure that a strong sense of place is maintained.
3. **Complete Streets in all Departments** – All departments in the jurisdiction *and outside agencies* whose work affects the roadway must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential complete streets opportunities could apply to projects such as, transportation projects, road rehabilitation, new development, utilities, etc.
4. **All Projects/Phases** - The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

Implementation

5. **Plan Consultation** –Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and ~~or~~ transportation plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.
6. **Street Network/Connectivity** - The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network should include non-motorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).
7. **BPAC Consultation** - Input shall be solicited from local bicycle and pedestrian advisory committees (BPACs) or similar *public* advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)
8. **Evaluation** – City *and county* will establish a means to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets policies. For example tracking the number of miles of bike lanes and sidewalks, numbers of street crossings, signage etc.

Exceptions

9. **Process**– Plans or projects that seek exemptions from the complete streets approach outlined in prior sections must provide written finding of why accommodations for all modes were not included in the project. The memorandum should be signed off by the Public Works Director or equivalent high level staff person. Plans or projects that are granted exceptions must be made publically available for review.

Federal guidance on exceptions can be found from the Federal Highway Administration (FHWA)
 Accommodating Bicycle and Pedestrian Travel
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

This page intentionally left blank.



Memorandum

DATE: August 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming
Vivek Bhat, Senior Transportation Engineer

SUBJECT: Review of Draft Alameda County Technical Advisory Committee (ACTAC) Bylaws

Recommendation

This item is an information item. ACTAC is requested to provide input on the Draft ACTAC Bylaws.

Summary

ACTAC in its current format dates back to the creation of the Alameda County Congestion Management Agency (ACCMA). The Alameda CTC was formed in July 2010 and the Administrative Code was adopted at that time to detail the duties and powers of Alameda CTC officers, the Executive Director and staff and the procedures of agency operations. The Administrative Code was amended in June 2012 and included an expansion of the ACTAC membership. The amendment recommended including local agency planning personnel to improve intra-agency coordination to address Senate Bill 375 land use element requirements. Based on the latest Administrative Code revisions, the creation of ACTAC Bylaws (Attachment A) are proposed to provide clarification on the committee structure and roles and responsibilities of Alameda CTC and its member agencies.

Background

Senate Bill 375 changed the requirements for how transportation and land use planning occur in the State of California, and in the Bay Area. The recently approved One Bay Area Grant Program, approved on May 17, 2012, by the Metropolitan Transportation Commission, fundamentally changed the way that federal funding is distributed to counties in the MTC region. The OBAG program includes requirements to consider land use policies and to work with local planners and public works staff.

Based on this new approach the Alameda CTC Administrative Code was amended in June 2012 to incorporate expansion of the ACTAC participants and include local agency planning personnel to improve intra-agency coordination to address Senate Bill 375 land use element requirements.

The draft ACTAC Bylaws (Attachment A) details the committee structure and roles and responsibilities of Alameda CTC and the various member agencies.

Committee Roles and Responsibilities: In general the roles and responsibilities of the Committee is to provide technical expertise, analysis and recommendations related to transportation planning, programming and funding, and to advise the Commission on major policy and technical issues related to Alameda CTC projects and programs

Number of Members: Committee shall be composed of up to two staff representatives, one from a Planning and/or one from a Public works / Engineering Department from each of the following: Alameda CTC, each City, the County, Bay Area Rapid Transit District (BART) and Alameda Contra Costa Transit District (AC Transit).

Livermore Amador Valley Transit Authority (LAVTA), Union City Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Port of Oakland, Metropolitan Transportation Commission, Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD) , the California Department of Transportation (Caltrans) and the California Highway Patrol(CHP) may each appoint one member. Each Member Agency shall have one vote.

Quorum: For purposes of decision making, a quorum shall consist of at least one third of the total number of member agencies at the time a decision is made.

ACTAC is requested to provide comments on the Draft Bylaws. The Final ACTAC Bylaws including ACTAC comments are scheduled to be presented to the Committees and Commission in October.

Attachments

Attachment A: Draft ACTAC Bylaws

Alameda County Technical Advisory Committee Bylaws

Article 1: Definitions

1.1 Alameda County Transportation Commission (Alameda CTC). The Alameda CTC or “Commission” is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency (“ACCMA”) and the Alameda County Transportation Improvement Authority (“ACTIA”). The 22-member Commission is comprised of the following representatives:

1.1.1 All five Alameda County Supervisors.

1.1.2 Two City of Oakland representatives.

1.1.3 One representative from each of the other 13 cities in Alameda County.

1.1.4 A representative from Alameda-Contra Costa Transit District (“AC Transit”).

1.1.5 A representative from San Francisco Bay Area Rapid Transit District (“BART”).

1.2 Alameda County Congestion Management Agency (ACCMA or CMA). The governmental agency originally tasked with the duty of coordinating land use, air quality and transportation planning, programming transportation funds from a variety of sources and preparing a Congestion Management Program to spend these funds. The CMA's duties also included preparation of a Countywide Transportation Plan. Alameda CTC has now assumed duties of the CMA.

1.3 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for the sales tax.

1.4 Brown Act. California’s open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 *et seq.*

1.5 Congestion Management Program (CMP). A short-range document mandated by Proposition 111. It ensures that gas-tax funds produce the greatest benefit by coordinating planning, funding and other activities that affect the transportation system.

1.6 Countywide Transportation Plan (CWTP). A long-range policy document that guides transportation funding decisions for Alameda County's transportation system over a 25-year horizon.

1.7 Expenditure Plan. The plan for expending Transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.8 Fiscal Year. July 1 through June 30.

1.9 JPA. The Joint Powers Agreement which created Alameda CTC, dated for reference purposes as of March 25, 2010, as it may subsequently be amended from time to time.

1.10 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the Expenditure Plan. The sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022.

1.11 Measure B Program. Transportation or transportation-related program specified in the Expenditure Plan for funding on a percentage-of-revenues basis or grant allocation.

1.12 Measure B Project. Transportation and transportation-related construction projects specified in the Expenditure Plan for funding in the amounts allocated in the Expenditure Plan.

1.13 Member Agency. Public agency which is a member of the Committee.

1.14 Planning Area. Geographic groupings of cities and of Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose.

The Committee purpose is to provide technical expertise, analysis and recommendations related to transportation planning, programming and funding. The Committee will advise the Commission on major policy and technical issues related to Alameda CTC projects and programs which are referred to the Committee either by the Commission. It shall be the members' responsibility to keep their respective agencies and departments in their agencies informed of key issues, facilitate communication between those agencies and Alameda CTC, and to help build the consensus necessary to make policy decisions.

2.2 Committee Roles and Responsibilities. The roles and responsibilities of the Committee include, but are not limited to:

- Review and provide recommendation and analysis on the State Transportation Improvement Program (STIP) and Federal Transportation Act Funding;

- Review and provide recommendation and analysis on the Congestion Management Program and related studies , programs , amendments and revisions thereto;
- Review and provide recommendation and analysis on the Countywide Transportation Plan and related studies and programs and including the Bicycle and Pedestrian Plans and revisions thereto;
- Review and provide recommendations and analysis on other long range and special studies as may be developed in response to changing legislative and planning environments;
- Review and provide recommendation and analysis on the development of regional planning efforts such as the Regional Transportation Plan, the Sustainable Communities Strategy;
- Review and provide recommendation and analysis on the Transportation and Land Use Program and revisions thereto;
- Review and provide recommendation and analysis on the Vehicle Registration Fee Strategic Plan and amendments and revisions thereto;
- Review and provide recommendation and analysis on Transportation Funds for Clean Air (TFCA) projects;
- Review and provide input on issues relevant to Measure B funds;
- Review and provide input on issues relevant to Policy development;
- Review and provide input on issues relevant to Legislative program;
- Review and provide recommendation and analysis on specific countywide planning studies such as Priority Development Areas, Parking management, Rail Freight and Goods movements;
- Review and provide recommendation and analysis on specific countywide guidelines such as Complete Streets guidelines and Transit Oriented Development guidelines;

Article 3: Members

3.1 Number of Members. Committee shall be composed of up to two staff representatives, one from a Planning and/or one from a Public works / Engineering Department from each of the following: Alameda CTC, each City, the County, Bay Area Rapid Transit District (BART) and Alameda Contra Costa Transit District (AC Transit).

Livermore Amador Valley Transit Authority (LAVTA), Union City Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Port of Oakland, Metropolitan Transportation Commission, Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD) , the California Department of Transportation (Caltrans) and the California Highway Patrol(CHP) may each appoint one member. Each Member Agency shall have one vote.

3.2 Appointment. Committee members shall be assigned by the chief administrative officer, or designee, of each Member Agency and shall serve at the pleasure of the Member Agency.

3.3 Membership Term. Members to the Committee shall serve continuously until replacement by their respective agency.

3.4 Attendance. Members will actively support committee activities and regularly attend meetings.

3.5 Vacancies. Vacancies shall be filled by the body which made the original appointment.

Article 4: Officers

4.1 Chairperson. The Executive Director of Alameda CTC or his/her designee shall be the chairperson of the Committee.

4.2 Duties. The chairperson shall preside at all meetings of the Committee and represent the Committee before the Commission.

4.3 Secretary. The Alameda CTC shall assign an employee to attend each meeting of the Committee to serve in the capacity as the Committee's secretary. The Secretary shall furnish clerical services to prepare and distribute the Committee's agendas, notices, minutes, correspondence and other documents. The secretary shall maintain a record of all proceedings of the Committee as required by law and shall perform other duties as provided in these Bylaws.

Article 5: Meetings

5.1 Open and Public Meetings. All Committee meetings shall be governed by the Brown Act. The time allotted for comments by a member of the public in a general public comment period or on any agenda item shall be limited at the discretion of the chair.

5.2 Regular Meetings. Regular meetings of the Committee shall be held on the first Tuesday of each month or as determined by Committee. Whenever a regular meeting falls on a holiday observed by Alameda CTC, the meeting shall be held on another day or cancelled at the direction of the Committee. A rescheduled regular meeting shall be designated a regular meeting.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least one third of the total number of member agencies at the time a decision is made. No actions will be taken at meetings without a quorum present. Items may be discussed and information may be distributed on any item even if a quorum is not present.

5.4 Special Meetings. Special meetings may be called by the chair or by an action of the Committee on an as-needed basis. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all Committee members in accordance with the Brown Act.

5.5 Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. The Commission and/or chairperson will be responsible for preparing the meeting agenda. Items will be included on a meeting agenda by the Commission , the chairperson or action of the Committee.

5.6 Roberts Rules of Order. The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" generally govern the proceedings of the Committee and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process and to the extent that these actions are consistent with these bylaws.

5.7 Place of Meetings. Committee meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

Article 6: Subcommittees

6.1 Establishment. The chairperson and/or Committee may establish subcommittees when and as necessary to develop and propose policy on a particular issue, to conduct an investigation, to draft a report or other document, or for any other purpose within the authority of the Committee, subject to availability of resources.

6.2 Membership. Committee members will be appointed to subcommittees by the Committee, on a voluntary basis, or by the chair. Alameda CTC staff assigned by the chair will be part of the subcommittee. No subcommittee shall have fewer than three members.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office. Actions taken by the Committee will be conveyed to Sub-Committee of the Commission or to the Commission.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All meetings of the Committee will comply with the requirements of the Brown Act. Members of the public may address the Committee on any matter not on the agenda and on each matter listed on the agenda, pursuant to procedures set by the chair and/or the Committee.

7.4 Meeting Notices. Meeting notices will be in writing and will be issued via one of the following methods: U.S. Postal Service, personal delivery, agency website and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. No expenditures or requisitions for services and supplies shall be made by the Committee and no individual member thereof shall be entitled to reimbursement for travel or other expenses except as authorized by the Commission.

8.3 Adoption and Amendments of Bylaws. These Bylaws shall be adopted and may be amended, repealed, or altered, in whole or in part, by a vote taken at a duly-constituted Committee meeting at and with the approval of the Commission.



AGENDA

Topic	Estimated Time
1. Introductions (<i>Ben Tripousis, Chair</i>)	3 min
2. Review of Working Group Minutes*	4 min
A. Partnership Local Streets and Roads Working Group – May 10, 2012* (<i>Ben Tripousis, Chair</i>)	
3. Standing/ Programming Updates:	
A. Federal Programs Delivery Update (STP/CMAQ, RIP-TE, HBP, Local Safety)* (<i>Marcella Aranda</i>)	10 min
B. Inactive Obligations Update* (<i>Information Only</i>) (<i>The Quarterly Inactive Project List (Status Update) for the quarter ending June 30, 2012 is online at http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm. The deadline to submit a valid FMIS transaction or justification is August 24, 2012</i>)	
C. STIP Project Delivery Monitoring Update* (<i>Kenneth Kao</i>)	5 min
4. Caltrans/FHWA/CalRTPA Update:	
A. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* (<i>Memo Only</i>) (<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	
i. DLA-OB 12-03 - LAPM Chapter 10 Consultant Selection (Revised)* (<i>Chapter 10 - Consultant Selection, of the Local Assistance Procedures Manual (LAPM), has been significantly revised. http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</i>)	
ii. DLA-OB 12-04 - "Race Conscious Measures to Include All DBEs"* (<i>DLA-OB 12-04 - "Race Conscious Measures to Include All DBEs" has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm. A regional telephone conference session will be held for District 4 on Wednesday, July 18, 2012.</i>)	
5. Discussion Items:	
A. CTC Workshops to Develop Transportation Policy Recommendations* (<i>Theresa Romell</i>)	30 min
B. Cycle 2 OneBayArea Grant Program* (<i>Ross McKeown</i>) (<i>Staff will discuss the requirements and implementation process for the OneBayArea Grant program.</i>)	90 min
i. Complete Streets* (<i>Sean Co</i>)	
ii. HCD Certification Requirement for OBAG-Appeal Process (<i>Doug Johnson</i>)	
C. LSR Performance Measure Scores** (<i>Theresa Romell</i>)	10 min
D. TIP Update* (<i>Sri Srinivasan/Adam Crenshaw</i>)	10 min
i. 2013 TIP Update*	
ii. 2011 TIP Update* (<i>The current TIP and subsequent TIP Revisions are available online at: http://www.mtc.ca.gov/funding/tip/2011/revisions.htm</i>)	
6. Informational Items: ("Memo Only" unless otherwise noted)	
A. Draft 2011 Regional Condition Summary** (<i>Theresa Romell</i>)	10 min
B. Legislative Update* (<i>The new federal act, MAP-21, is available online for review at: http://www.gpo.gov/fdsys/pkg/BILLS-112hr4348enr/pdf/BILLS-112hr4348enr.pdf</i>)	

C. PMP Certification Status*

(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)

7. Recommended Agenda Items for Next Meeting: (All)

5 min

The next LSRWG meeting:

(NOTE: There are no regularly scheduled Partnership meetings in August)

Thursday, September 13, 2012

9:30a – 11:30a

MetroCenter, 2nd Floor, Claremont

101-8th Street, Oakland 94607

The next PDWG meeting:

(NOTE: There are no regularly scheduled Partnership meetings in August)

Monday, September 17, 2012

10:30a – 12:30p, 3rd Floor, Fishbowl

101-8th Street, Oakland 94607

* = Attachment in Packet

** = Handouts Available at Meeting

Contact Marcella Aranda at maranda@mtc.ca.gov if you have questions regarding this agenda.